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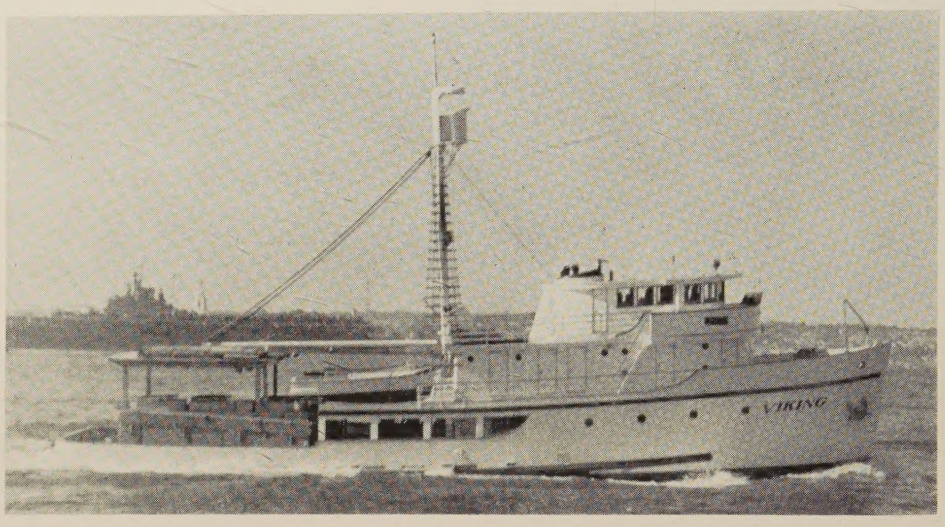

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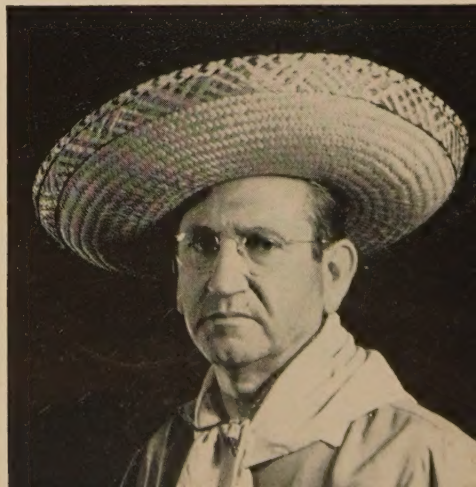

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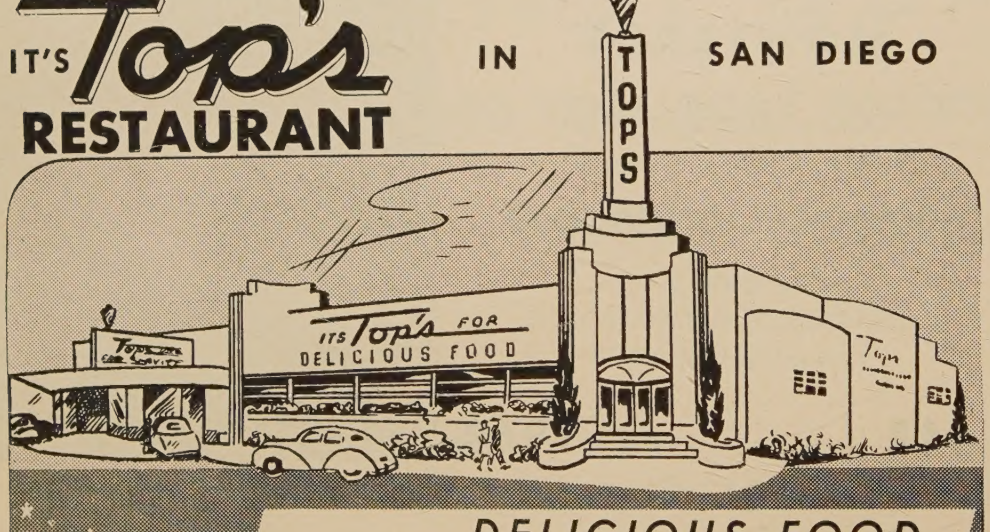

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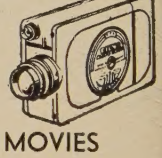

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INTRODUCING:

It's ten-to-one that *Pan-American's* new feature column, written by Curly Parke of Long Beach, California, will become a favorite with you. It's called *Terminal Tidings*, and Curly intends to write it each month for the magazine, from here on. He should do a fine job, as he knows the fish business *and* his area. Curly is a native of Long Beach, who grew up on the Long Beach-Los Angeles waterfront. His first hitch aboard a vessel occurred at the adult age of 13, when he set sail on a commercial fishing boat. His next four years, to quote him, "were spent dodging the truant officer during school months, and decking on the boats upon each possible chance." He celebrated his 18th birthday by getting his first issue of a motor boat operator's license, now in its third issue. The ensuing three years were spent in alternating between commercial boats in the winter, to sport fishing and water taxi work in the summertime, and during this period, also, he served for six months aboard the three-masted schooner, *Metha Nelson*, in search of buried treasure at Cocas Island. The trip ended with Curly getting a first-hand, birds-eye view of a real mutiny; some of the crew, in fact, were tried on these charges. He says the trip on the *Metha* taught him more seamanship in a few months than "all the by-gone years on small craft. "The Bos'n," he explains, "was a Dane who had been to sea more than 50 years, and never in a steam or motor vessel." Upon his return to the *Metha*, Curly was promised a spot with Richard Halliburton, the author, to take delivery of a Chinese junk and sail it to the States. Due to trial of various members of the *Metha*, he was unable to accept the post on the date specified, and, therefore, missed being lost at sea when the junk and all hands, as is supposed, were crushed in a gale west of Midway. Curly's next job involved that of deck-hand, and later, decking local tugs and on construction of the Federal Breakwater, respectively. From here, of course, it was a short jump into the Army Transport Service, when the war came along. His work here was in connection with delivery crews, taking vessels to the South Pacific, and doing harbor and coastwise towing between deliveries. He sat for, and passed, the examination for a Master's License to apply, in 1943, for this type of vessel, and shortly thereafter the joined the Navy and "went tugboating Navy style." By the end of the war he was in Guam, building breakwater at Apra Harbor, only to have a typhoon undo a year's construction. After returning to Long Beach for his discharge, Curly went to Nevada for a rest and vacation; came back to the city of his birth; married "the best-looking girl in town," settled down, bought a home and a 60-foot boat, operated the craft as a tug and fish boat for a year, and then sold the vessel for a nice profit. At present, he is licensed under the State Yacht and Ship Brokers Commission, and is leading what he terms a "quiet life as a poor but struggling salesman dealing in commercial fish and boat works." Curly has spent plenty of time hacking out stories of his experiences on the water, and writes much the same as he talks. His present set-up with *Pan-American* is that of Contributing Editor, and his first column is on page 21.

•

Pan-American is still growing! And, with its growth, it was found necessary to open new offices. They are in the Postoffice Building, Terminal Island, California, and Curly Parke, the sea-faring gentleman mentioned above, is holding down the fort, insofar as the editorial end of the magazine is concerned. Shortly after this issue hits your mail box, a staff will be formulated for the new headquarters, and then you can take your choice as to what office you send your letters of criticism, approval, and news items.

PAN-AMERICAN fisherman

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TUNAfisherman

A Journal Published Monthly at San Diego, California, Serving the Pacific Fisheries

A Marine Press Publication

Volume 3 February, 1949 Number 3

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THE COVER

San Carlos Borromeo, Father Serra's second mission in the California chain.

The magazine PAN-AMERICAN Fisherman, combined with TUNAMAG, is published monthly in California. Editorial and executive offices are at 205 Broadway Pier Building, San Diego, California. Radio-telephone identification, "TUNAMAG." Telephone FRANKLIN 7876. Subscription, U. S. and Poss., 1 year $3.00, 2 years $5.00, 3 years $7.00 and single copies 35c. Entered as 2nd class matter, February 19, 1948, at the Post Office at San Diego, Calif., under the Act of March 3rd, 1879. Oscar de Beck, PUBLISHER; John Springer, EDITOR-IN-CHIEF; Dorothy Harvey, ASSOCIATE EDITOR; G. H. Munkelt, ART DIRECTOR; John de Beck, STAFF ASSOCIATE; S. Buck Russo, MONTEREY CORRESPONDENT; with 5 other domestic and 18 foreign accredited correspondents.

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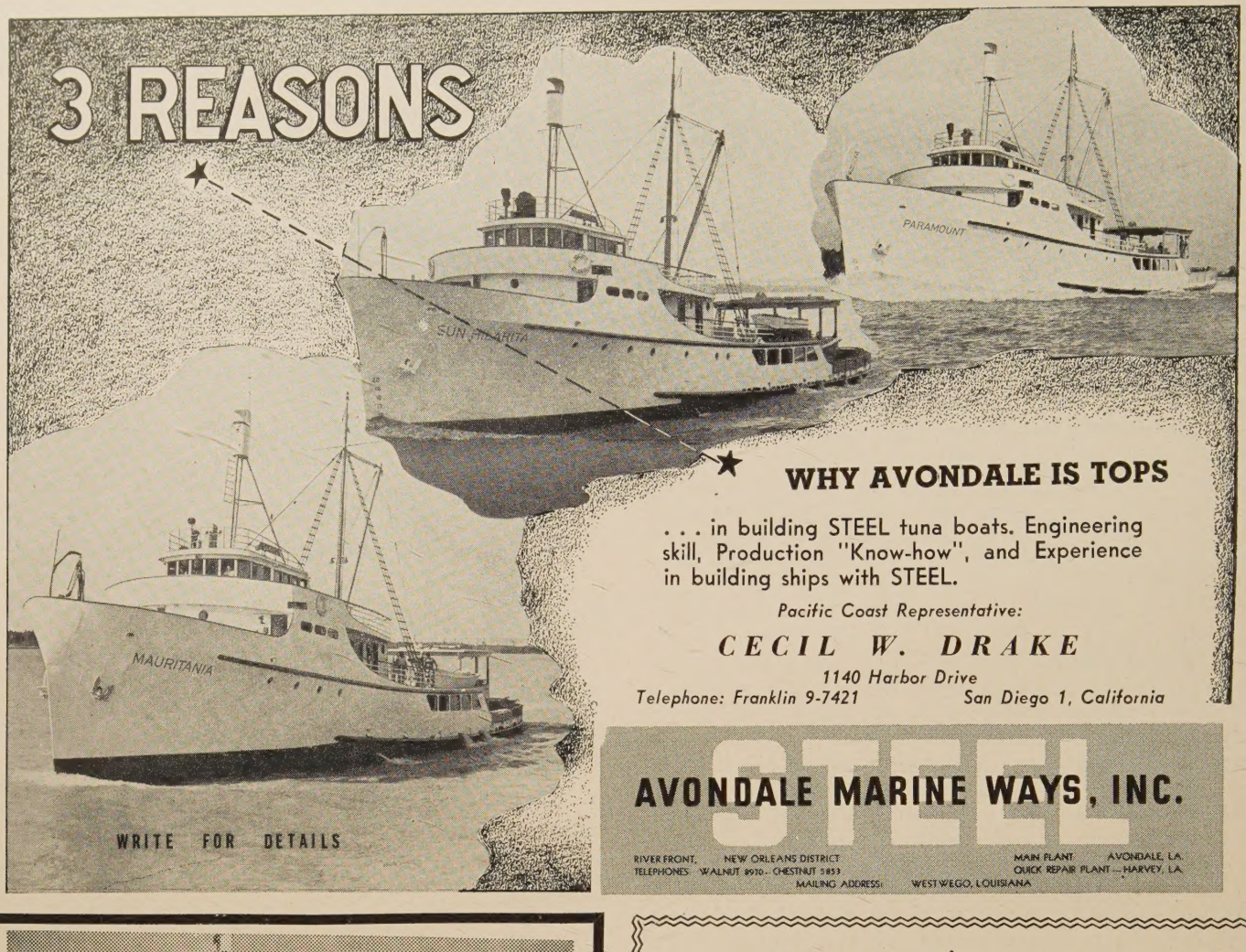

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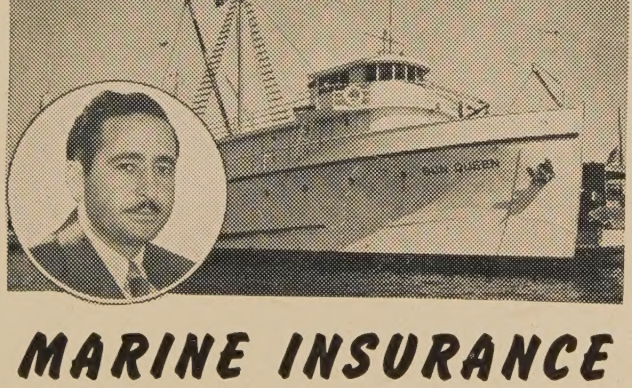

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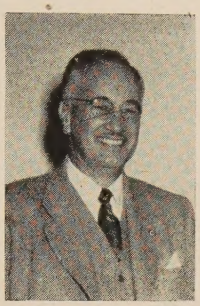
Let's Talk It Over

LET'S talk it over this time before the San Diego city elections come off. Let's talk about the platforms of various candidates; particularly about those who have offered their interest in city government, and their capabilities for the city Councilmanships. It would be gratifying to discover which of those favor Harbor development, more specifically wherein it affects, in one way or another, the great fishing fleet and fishing industry based at San Diego. I say San Diego, and single out San Diego's Harbor because it is something of a test case among Pacific Coast Ports. There are more than San Diego's future, regarding its port development, at stake in the Pacific area, and, of course, all will be affected by city politics and city elections as they come up in the future. Many candidates file, but, quite naturally, few survive. I think that survival, in the instance of San Diego at least, should be based, to a great extent, upon whether or not the candidate will early adopt a program and platform, and make them public; then stick to it after taking office. I have a number of questions that each candidate is called upon, through these columns, to answer.



WHAT will you, Mr. Candidate, do in the matter of the commercial fishing industry's urgent need for proper wharfage facilities for tuna vessels? Are you fully informed of what is lacking in this respect? What measures of education have you adopted to acquaint yourself in this respect? If you have not formulated your opinion; made no study, do you intend to? (2) Would you support, perhaps at the expense of offending some prominent people, the commercial fishing industry's demands and requirements for proper and adequate service dockage? In other words, would you support, and stick to your guns, those facilities which would make it possible for fishing vessels to tie up and receive provisions without the necessity of cluttering up and/or providing an inaccessibility to those provisions, due to "piles of lumber," and wharfs that are too high for access to and from tuna vessels? (3) Will you or will you not assist in gaining for the tuna fishing vessel owners based in San Diego, a more equitable and reasonable personal property tax? (They now pay a back-breaking and exorbitant tax bill, receiving virtually nothing return for this outlay). (4) Do you believe that San Diego's world-famed, land-locked, storm-protected Harbor should be developed and exploited as a major West Coast shipping port? If so, will you, Mr. Candidate, support, work for, and give a great portion of your time with this end in view? (5) Do you believe that co operative effort should be expended for the purpose of bringing more industry into San Diego? If so, what kind of industry? How would you go about in interesting industry? What would be your first steps? (6) Would you support efforts to gain additional highways and railroad facilities for San Diego? Would you encourage and work for these major needs? In what way, and how hard? (7) Will you go on record for any and all things that may be done to encourage the present San Diego fishing industries and expansions? What kind of expansions? (7) Will you go on record for any and all things that may be done to encourage an early revision of San Diego's smog ordinance? What would you do to make that revision effective so that it would not be detrimental to San Diego's industrial development? (9) Will you, as a candidate for office, clearly state your position in regard to these questions before you are elected, and then live up to your pre-election commitment by giving these matters your whole-hearted support?

Mr. Candidate, we have given you here some questions we would like answered; the rest is entirely up to you. We can only ask the questions; you can and must answer them to the taxpayers and voters along San Diego's wonderful Harbor and waterfront. Let's speculate, for a moment, what failure to work for the industrial development of San Diego could mean.

A RECENT issue of a local newspaper carried a series of extensive articles dealing with the possibility of a future removal from San Diego of certain integral segments of the fish canning industry. To many, the possibility that fish canners may move their operations elsewhere seems very remote, and perhaps wholly unlikely. Yet, there are many things in industrial history bearing out the fact that great industries have, in the past, made major moves from one community to another. In some instances these moves have been made for thousands of miles. The result, of course, was what might be expected: People thrown out of work, industry crippled, taxes lost. As one example, Consolidated Aircraft was a major industry in Buffalo, New York. Yet, in 1935, that firm packed up and moved its entire organization and facilities to San Diego. This sort of operation is positive proof that it can happen in any community! It seems that it would be good business for San Diego, or any other West Coast port which is menaced by a lackadaisical attitude on the part of some officials, to take all steps possible for the prevention of such drastic moves. It is true, and readily admitted by myself, that operations such as these listed are no more than speculative as yet, and that it has not been possible to verify this thinking on the part of any existing San Diego canneries. It has been my contention, however, that where there is smoke there generally is some sort of fire, even if only a spark. The community, overall—its city fathers, Chamber of Commerce, bankers, industrialists, and all other civic-minded persons—should watch this situation closely. There should be no sudden awakening to find a substantial segment of one of San Diego's leading industries lost. It could happen very fast, and, if any further proof is needed, consider, for a moment, San Diego's own desire for "new light industry." It's a worthy interest. But let's keep the old! And it can't be kept, for one thing, if personal property taxes remain so excessive as to drive fishing vessels out of the Harbor. If these ridiculous taxes continue, the craft affected could be easy prey for glib-tongued operators who have other Harbor facilities to sell. Lest this happen, let us co-operate with our tremendous fishing interests, and keep them here—and keep them happy. There is, of course, only one way to do so; and that is by paying the necessary attention to their needs, and, when the need arises, for more concessions, make them. It's to the benefit of the entire community.

Richard Locke

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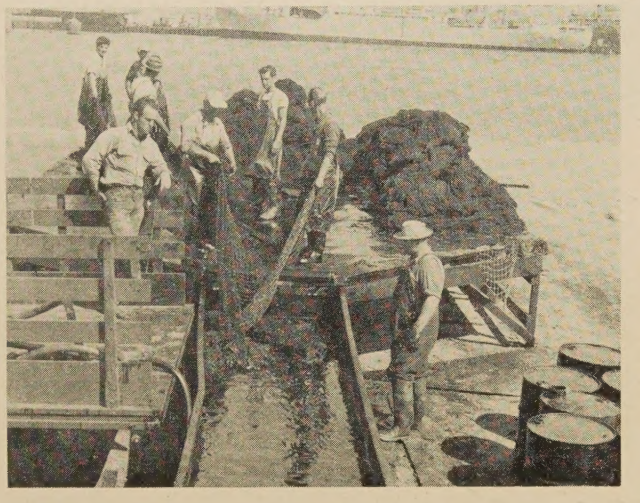

Crew of "Anthony M" processing the tuna net in LODGE PROCESS at the Fishermen's Co-operative dock, San Pedro, Sept. 27, 1948. Standing on the truck is Jack Thomas, in charge of field service for the Lodge Process Co.

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Report From Washington

The United States Fishery Mission to Mexico reports that the DIARIO OFICIAL of December 30, 1948, carried a new severance tax law for certain species of fishes, which entered into effect on January 1, 1949. This new law places a severance tax of 20 centavos a kilogram, or 5¢ U. S. per kilogram (when the tax is collected by Mexican fishery offices in the United States) on the following fishery products taken within the territorial waters of Mexico: abalone, clams, cabrilla, shrimp, squid, curbina (white sea bass, spotted trout, and corbina), lobster, crawfish, mullets, oysters, octopus, robalo (gulf pike), and totoaba. All of these species are in part or in their entirety reserved for cooperative fishermen. This new law specifies that the cooperatives must pay the tax at the time of original sale of the products. Fifty percent of the tax will be used for establishing a reserve fund in the Cooperative Development Bank (Banco de Fomento Cooperative) for the purchase of fishing boats, gear, and equipment for the fishing cooperatives. The remaining 50 percent of the tax we presume will go into the federal coffers. We estimate that between four and five million pesos will be collected annually on the basis of this tax. This law is actually a revision of the decree of October 20, 1942, published in the DIARIO OFICIAL on November 24, 1942, which appears as appendix XXIV, page 79, of Fish and Wildlife Service Fishery Leaflet 260. This latter decree is abolished by the present law. The decree imposed a tax of one peso per kilogram on the above-listed fishery products (with the exception of mullets and robalo, which are new to the list). Legally recognized fishery cooperatives were granted exemption from this tax. Later legislation provided that legally organized cooperatives would be exempt from only 80 percent of the tax. No provisions were made for establishing a fund to buy boats, gear, and equipment for the cooperative fishermen. The tax was merely an indirect subsidy to cooperative fishermen.

☆ ☆ ☆

It is difficult to state at this moment just what effect the present law will have on the fishery products which are exported to the United States as it is not known to what extent the previous decree was enforced. However, most of the shrimp, abalone, clams, cabrilla, curbina, lobster, and totoaba taken in Mexico are exported to the United States. It is definitely known nevertheless that the spotted trout (curbina) fishery of Laguna Madre, Tamaulipas, will be affected. This fishery amounts to about 1,000,000 pounds a year, practically all of which is exported to the United States.

From the present law it is impossible to determine whether American boats operating in Mexican waters under "via la pesca: permits will be exempt from this tax. It may be that fishing boats from San Diego and Los Angeles, California, which take cabrilla and curbina in Mexican waters will be affected.

—Marine Press Associations.

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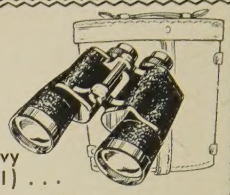

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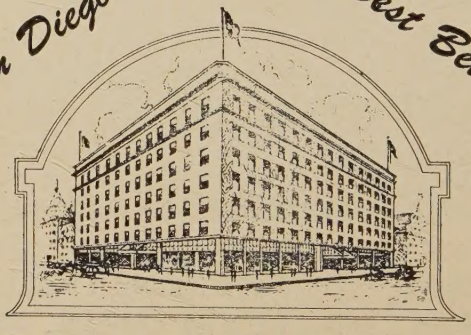

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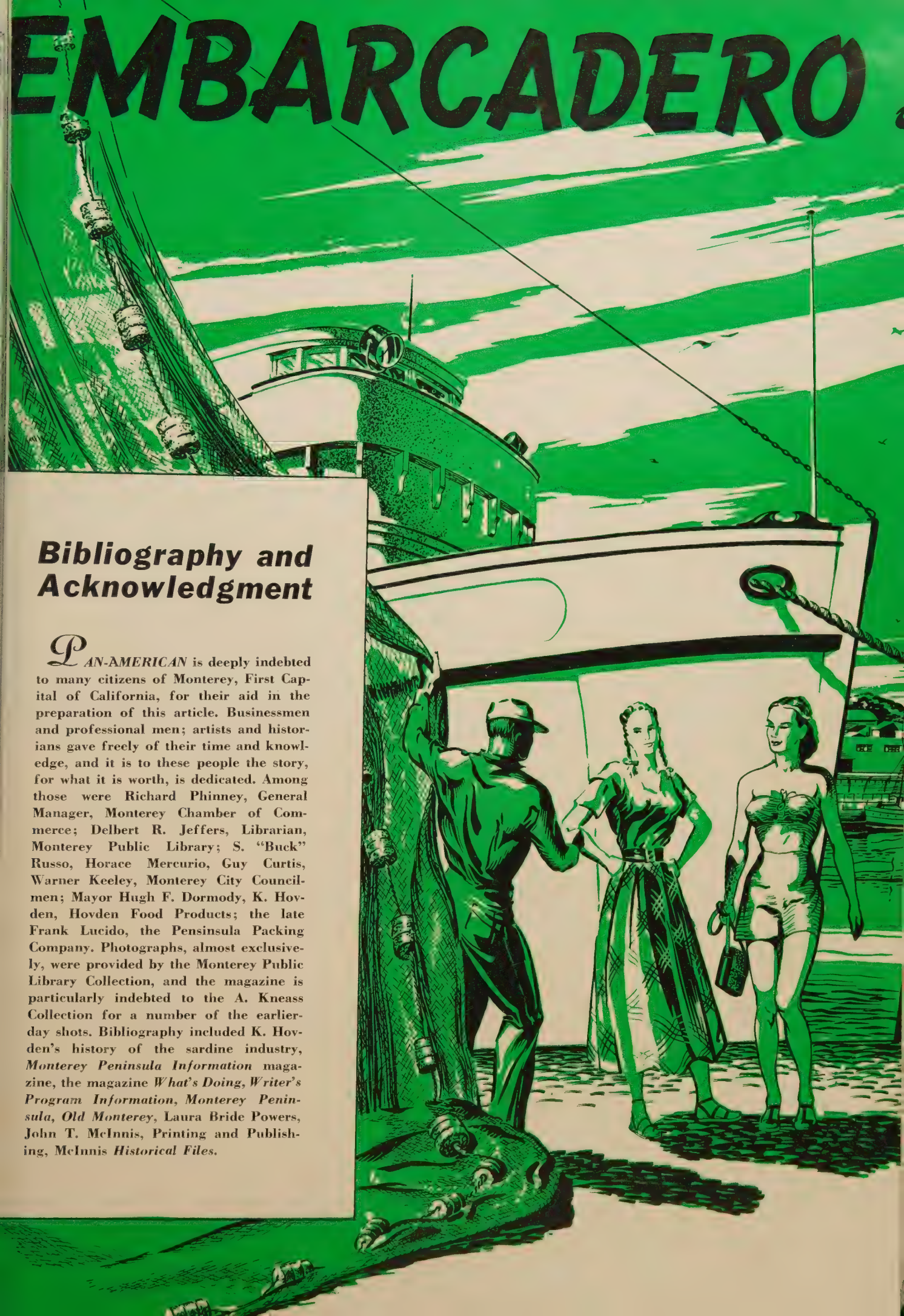


Bibliography and Acknowledgment

PAN-AMERICAN is deeply indebted to many citizens of Monterey, First Capital of California, for their aid in the preparation of this article. Businessmen and professional men; artists and historians gave freely of their time and knowledge, and it is to these people the story, for what it is worth, is dedicated. Among those were Richard Phinney, General Manager, Monterey Chamber of Commerce; Delbert R. Jeffers, Librarian, Monterey Public Library; S. "Buck" Russo, Horace Mercurio, Guy Curtis, Warner Keeley, Monterey City Councilmen; Mayor Hugh F. Dormody, K. Hovden, Hovden Food Products; the late Frank Lucido, the Pensinsula Packing Company. Photographs, almost exclusively, were provided by the Monterey Public Library Collection, and the magazine is particularly indebted to the A. Kneass Collection for a number of the earlier-day shots. Bibliography included K. Hovden's history of the sardine industry, *Monterey Peninsula Information* magazine, the magazine *What's Doing, Writer's Program Information, Monterey Peninsula, Old Monterey*, Laura Bride Powers, John T. McInnis, Printing and Publishing, McInnis *Historical Files.*

Monterey as seen from the air. Notice the new breakwater and the Municipal wharf.

MONTEREY!

History, Tourists, Sardines

By JOHN SPRINGER and SEYMOUR FRANCIS

IF, one day, an enterprising intellectual who pays income tax from money earned by conducting polls, should devote himself to an analysis of smart operation among American cities, it is possible that Monterey, California, which sprawls in a three-quarter ring of green hills 125 miles south of San Francisco, and calls the Pacific Ocean its front door, would get stellar billing. Monterey probably is the sole West Coast community which, after reeling during the war from the impact of bulldozers, factory-erection, and from hordes of servicemen who thronged its streets, bars, theatres, and restaurants, has not gone New Light Industry-crazy, to the neglect of its proven bread and butter. True, this First Capitol of California, which once was a cauldron of international intrigue, is cold-shouldering no fast, clean organization with a desire to take root there. But neither is the town about to forget its explosive history and the gold which, as a substantial result of its colorful background, passes from the tourist trade into its tills. Monterey's attraction for jaded pleasure-seeking appetites is a fabulous one from a dollar standpoint, and, in point of fact, has been so since the bulk of the world's well-fixed vacationers got wise, more than 35 years ago, to what the city had to offer. The town, of course, has little for the visitor who demands the Coney Island variety of off-duty whoop-de-do. There are painfully few honky-tonks; even the small, often garishly-decorated cafes on the waterfront feature excellent service and food. There are no Carnivals or capers, say, like those of Monte Carlo, Cannes, or Biarritz, and the omissions were deliberate on the part of the men who first saw the value to be gained by exploiting the city's natural potentialities. That original thought holds good today. Monterey currently is an outstanding testimonial to the truth in the oft-disputed theory that a city can *select* its tourist, stil

keep in business, and, moreover, live graciously while he is visiting. Briefly the town has gone after, and got, the lawyer, doctor, artist, writer, and aesthetic industrialist. They flock to the city to enjoy precisely those elements that the city planners have spent years in developing: i. e., color, history, culture, climate, fishing, golf, and other arcana that go with fashionable living on the well-bred side. But it was not always thus. Astoundingly enough, Monterey, for three-quarters of a century a Gibraltar of Hispano-Mexican civilization, managed to survive and to keep alive its Old World traditions, even under the pressure of American occupation. So deep-rooted were the culture and philosophies of the Dons and Padres that, up until the close of the 19th century, progress was almost completely ignored.

Monterey soil was first seen by the Portuguese explorer Cabrillo, who, flying the flag of Spain, entered a bay whose white-capped waters and snowy beaches were so colorful that he was astonished. A strong wind was blowing from the rich, green range of mountains huddled in the background, and Cabrillo, who was searching for the legendary Strait of Anian, decided not to anchor his two flimsy little ships, the *Salvador and Vitoria*. Before he sailed away, however, Cabrillo took possession of the strikingly beautiful country for "God and Phillip II," a move that exploded more than 100 years of international complications. Cabrillo gave to the site the name of Punta de los Pinos, or, Point of the Pines. The year was 1542, and by that name was the territory known until 1602, when another hard-boiled, tin hatted bravo, who was frankly searching for "an empire richer than that plundered by Pizarro," came upon the site and, after carefully making note of the "noble Harbor," renamed it Monte Rey, in honor of the then Viceroy of Spain, Gaspar de Zuniga, Count of Monterey. He was Sebastian Vizcaino.

"The land is of mild temperature," he wrote, "and of good waters and very fertile . . . judging from the luxuriant growth of trees and plants . . . for I saw some fruits from them, particularly from chestnuts and acorns, larger than those of Spain; and it is well populated with people, whose disposition I saw to be soft, gentile, docile and very fit to be reduced to the Holy Church." His powers of observance proved to be more than illuminating, particularly in the case of his religious speculations. Historians seem to be pretty well agreed that the Spanish Missions did an outstanding job of reduction among the Indians.

Despite the glowing report, Vizcaino's find, even though published to the extent that it became the "Legend of Monterey," was not acted upon until 150 years later, when Spain became interested and sent a party to check up. In 1765, the Visitador General (Inspector-general), Jose de Galvez arrived in Mexico with orders to consolidate Spain's fast-growing territories. With Galvez came two men who later were to live in the history of California and Monterey. They were Padre Juniperro Serra, a fanatical, relentless Franciscan priest and one of the greatest organizers the religious world has known, and Francisco de Croix, Viceroy of New Spain. Under de Croix' thumb was a soldier named Gaspar de Portola, and this man, in company with Serra, who had been appointed to replace the Jesuits in control of Mexico's missions, led an expedition in 1769 to San Diego, California, where the first California mission was founded. With a handful of soldiers, Portola journeyed in a northwest march, ultimately discovering San Francisco Bay, and planting two crosses on the heights above what now is Monterey Bay. Portola, however, was not certain that he had stumbled upon Vizcaino's "noble harbor." But, when he returned, Serra was convinced the spot was right. "You must go back," he said. "And this time I will go with you." They left San Diego in March, 1770. Serra traveled by sea and Portola by land, and the pair found the crosses still intact, though pierced by arrows and decorated by sea shells and other Indian foo-faraw. On June 3 they raised the standard of Carlos III, taking possession of the new territory. The Mission, second to be established in Alta California, was named San Carlos Borromeo.

WHEN Portola returned to Mexico, he caused the military command of the embryonic settlement to be entrusted to a Lieutenant Pedro Fages, commonly known as "California's First Hen-pecked Husband," by virtue of his wife's temper, which inadvertently caused him to be demoted some years later.

Alvarado Street—Monterey 1867

Home of Robert Louis Stevenson about 1890.

Apparently the lady had little use for the "dirty savages" and "uncouth dwellings." The expedition turned out well enough, however, in that it established Monterey's oldest families. The development, of course, was to get further impetus in 1775, with the growth of the mission system in the area. In that year, the Spanish authorities caused the removal of the provincial capitol from Loreto in Lower California, and the arrival, in 1776, of Governor Felipe de Neve consolidated the political importance of the Serra-Portola village. The combined results were what might be expected: Early in 1776 a group of 247 men, women and children, accompanied by some 500 head of livestock, and headed by Colonel Juan Bautista de Anza, traveled more than a thousand miles across the deserts and mountains from the Presido in Tubac, Sonora Province, Mexico, to take their places in the new sun. de Anza, a plumed, silk-bedecked dandy, bid them farewell on April 14, 1776, and returned to Mexico. But he left the nucleus of Monterey's population which today, barely 172 years later, represents 14,000 persons, with an increase of but 4,000 over 1940, and, it is possible that many of these people have yet a few drops of the blood of those who stood in the plaza on that far-off day and bid the handsome aristocrat goodbye. More, the very nature and design of Monterey's early-day architecture is in startling evidence in Monterey's most modern buildings. The city still has sprinkled through her rather narrow, confusing streets remnants of these primitive abode structures, and, as late as 1936, portions of adobe construction were being torn down to make room for civic improvement. Careful restoration of these edifices has permitted use of them today, and Monterey, with an eye toward preserving that atmosphere, is following these lines carefully. The city, furthermore, still is influenced by the system of land tenure which governor Neve, a remarkable politician, drew up at Monterey. He was, in fact, probably the first man to brave the wrath of the redoubtable Serra. These took place over the issuance of dual authority, and for the fact that Neve seems to have won most of the arguments he is to be congratulated. Serra was no man to fool with.

As Father-President of the California Missions, this priest could see no line between the State secular and State sacredotal in Monterey, and he seems to have brought much trouble upon himself by virtue of his uncompromising attitude. But he was without peer as an organizer. Courageous, a prodigious worker, he drove himself to complete what possibly was the greatest task ever to be given an ecclesiastic. His job was a dual one, that of building while he converted. He tackled the last task first, as he must have labor to build, and only by converting could he get the necessary labor. Indians, simple as children, were attracted to his Mission San Carlos Borromeo with promises of bright beads, shells and brighter clothing, and convinced that only by accepting Catholicism could they lead useful lives. Gratefully, the savages received the gifts, and, under the civilized touch of Serra or his men, they soon were fodder for the vineyard or field. Of all the California missions, San Carlos Borromeo probably was the most successful in its programs of conversion. Whether, of course, this was due to the gifts or to the fact that, once within the missions, the savage was threatened with dire punishment if he reneged, is a moot question. But the fact remains that, as early as 1773, San Carlos Borromeo housed more Christian Indians than any other in Upper California. Oddly enough, the savages revolted against the restrictions but once. That was in 1776, and Serra, until soldiers from the nearby Presidio could quell the insurrection, had great reason to believe that he might "wear a martyr's crown." After that the savages seemed to have been contented to labor in the fields, tan hides, weave baskets and tend livestock.

But the incident was but one of many to plague the intrepid priest. How, indeed, he managed to establish what he did in the way of missions up and down the coast is a puzzle to even his severist critics.

A MAN of 57 when he came to Monterey, he drove himself in a manner that was suicidal. His missions, strung from Santa Clara in the north, to San Diego in the south, necessitated

Colton Hall, House of Four Winds, Sherman Halleck Adobe, and Larkin House.

long journeys of a crude nature and he often was hungry, cold and exhausted. Most of the time he made these trips on foot, and, several years before his death in 1784, his strength began to fail. The death, moreover, of his close friend and diarist, Padre Juan Crespi, in 1782, very nearly broke his heart. He became morose, lonely, ill, and upon his death, which ocurred on an August day, he was buried at the Mission San Carlos, where, before the altar, passed columns of his faithful, soldiers, sailors, colonists, and even Indians. The date of his death could be considered a milestone in the development of Monterey in that, shortly thereafter, the town got its first foreign visitor. He was Jean-Francois de la Perouse, and the date of his arrival was September 14, 1786.. Then came Captain George Vancouver of England's Royal Navy. Vancouver, in 1792, visited Monterey three times, and, though a foreigner, and as such mistrusted, he was received each time with typical Latin warmth and enthusiasm. Vancouver was impressed with the Mission's 800 Indians, its wealth of livestock and the hospitality of its inhabitants. But he was to be disappointed in his enthusiasm later. In 1793, the first of what later became Spain's program of restrictions on foreigners went into effect, and when Vancouver returned on that date he was given a civil, though tepid, welcome. By that time the health of Jose Antonio Romeu, who had followed the hen-pecked Pedro Fages as governor, had begun to decline, and, with Romeu's death, Jose Joaquin de Arrillaga took over for the remainder of his term. In May, 1794, Diego Borica, who was chosen for his "robust health, prudent conduct, disinterestedness, and true zeal for the service" became Civil and Military governor of Monterey, and the restrictions began to show teeth. When the first United States vessel, the *Otter*, sailed into Monterey in 1796, under Captain Ebenezer Dorr, the Montereyans, propogandized by Borica into fears of piracy, forbid the crew to wander beyond the town's "city limits." The Americans evidently feared the village's *calabozo* as much as the Montereyans feared their potentialities as freebooters, for no trouble developed. The city, however,

Sherman's Headquarters, Monterey

was definitely moving toward her destiny. The turn of the century, as a matter of fact, can be earmarked as the close of the exploration and pioneering era. An age of gaudiness, glister, glitter and grandeur was dawning over the city; a period that was to be pursued with reckless abandon for nearly 50 years.

By 1800, as a matter of fact, the Presidio of Monterey and the Mission San Carlos were going concerns. Missions, connected by a wagon road called The King's Highway dotted the coastline from San Diego to San Francisco, and the population, at least at is was represented by Spanish subjects, began to take on airs. Great cattle ranches, made possible to certain of Spain's most loyal and aristocratic sons by virtue of huge land grants, sprang up from Palo Alto to San Diego, and north above Sacramento. Gold was plentiful; hospitality flourished at its Old World best. It was the day of the fiesta, the bull-and-bear fight; of exaggerated courtesy to women; of knife and gun fights; of political intrigue; of exquisite embroidery, duennas, peons, sloth, ignorance, and religious superstition. Monterey, First Capitol of California, was the hub of the whole colorful, magnificent mess.

IN addition to the *rancheros*, who spent most of their time gambling, serenading and raising geenral hell in Monterey's numerous palaces of entertain-

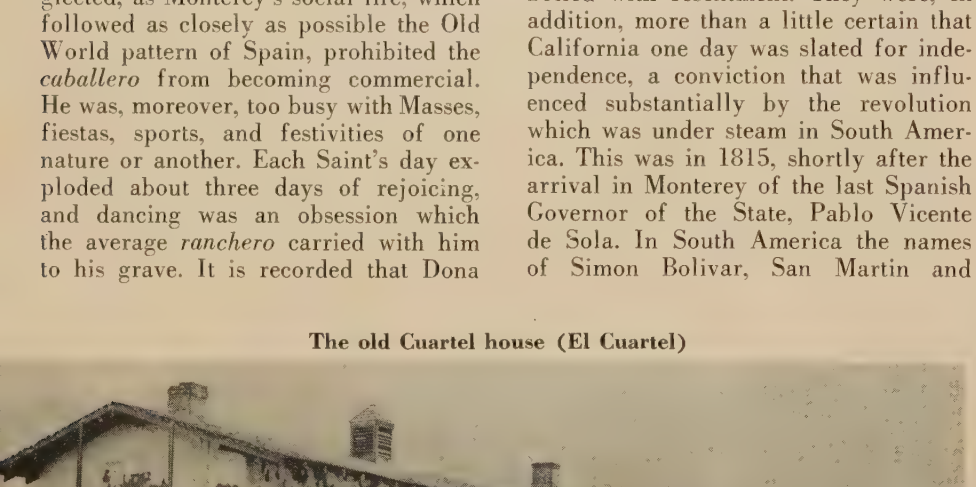
Soto Adobe

Jimeno House—Monterey

ment, the city boasted a military force of 80 officers and men. This force could be considered unique in some military circles. Dignified, stoop-shouldered with gold braid, it would have been doubtful, nevertheless, if an ordnance officer could have unearthed more than a brace of pistols in the entire complement. There was little or no regard for street planning or for property line indication, and the populace which, by that time, had got increasingly fair-haired and blue-eyed, moved about pretty much as it pleased. Touched off by the importation of some 20 skilled artisans, that were transplanted from Mexico by Padre Lasuen at Spain's expense, the city began to realize its first foreign trade with vessels calling there. Most of these articles involved silver work, the making of pricelessly figured saddles and bridles, pottery work and basketry. But, withal, trade was woefully neglected, as Monterey's social life, which followed as closely as possible the Old World pattern of Spain, prohibited the *caballero* from becoming commercial. He was, moreover, too busy with Masses, fiestas, sports, and festivities of one nature or another. Each Saint's day exploded about three days of rejoicing, and dancing was an obsession which the average *ranchero* carried with him to his grave. It is recorded that Dona Alta Gracia Barcelona danced the *bamba*,, when just past her 96th birthday, with a glass of water on her high-coiffed head, and, in twice around the floor, spilled not a drop. Horseback riding become, during this period, an art. Early-day chronicles credit the *vaquero* with a skill at this sport that was nothing short of amazing, and it is possible that the innovations instituted by these gentlemen are responsible, in great measure, for the excellent performances that characterize our rodeos today. Like all societies which are built on sand at the expense of industrial ambition and civic interest however, the bubble-blowers eventually found themselves in hot water.

Mexico, ever anxious to increase the population of her gaudy step-child, began sending over her most undesirable citizens. The stiff-necked Californians boiled with resentment. They were, in addition, more than a little certain that California one day was slated for independence, a conviction that was influenced substantially by the revolution which was under steam in South America. This was in 1815, shortly after the arrival in Monterey of the last Spanish Governor of the State, Pablo Vicente de Sola. In South America the names of Simon Bolivar, San Martin and Mirand had not only electrified the public, but had worked a magic influence on the Californians. Coupled moreover, with the enthusiasm of the Argentine for the new republican credo was the attitude of the United States which had just won independence, and as the result of that enthusiasm, was more than a little willing to sympathize with the colonists in their battle against Spanish rule. Most of the American ships at that time were more than a little on the freebooting side, and usually were outfitted at Baltimore. One of these was operated by Captain Hippolyte de Bouchard, the gentleman who is credited with the one and only out-and-out sacking of Monterey, and the incident had the curious twist of providing the spark that eventually caused California's break with the Old World manner of living.

The old Cuartel house (El Cuartel)



In the fall of 1818, the Californians were electrified by news from the Sandwich Islands, now Hawaiian Islands, that two ships were enroute to Monterey to force the independence of its inhabitants and of California. As it developed, Bouchard was in command, and, on November 18 of that year, the freebooter, who had served a hitch as an officer in the Buenos Aires Navy, sailed his vessel, the *Argentina* into the Bay. He was accompanied by the *Santa Rosa*, a craft which had sported aliases such as *Cheka, Baca* and *Liberty*. The *Santa Rosa* was commanded by a fierce, hot-blooded Englishman, Peter Corney, and both vessels flew the flag of Argentina.

When night came the *Santa Rosa* anchored off the Monterey shores, and the following day Bouchard demanded supplies, only to be refused by the high-handed, petulant Governor de Sola. Bouchard then let loose with his cannon, and the Monterey soldiers, under Corporal Jose Vallejo, replied with their pip-squeak shore battery. The duel continued for several hours, and finally Bouchard, wearied of the horse-play, landed under a flag of truce and demanded the city be surrendered. de Sola replied arrogantly that the city would not give up "while there was a man alive in the Province. Bouchard immediately headed a party of around 300 men, drove de Sola out, and took over the town. The sacking and looting continued for a week. On December 1, however, Bouchard et al had got what they wanted. After burning most of the buildings, he boarded his ships and pulled out. The Californians repaired and rebuilt their town, but the event left them with bad tasting mouths; they felt that Spain was not much of a protector, and, in fact, the desire for a break with the Old World flared into white-hot heat. Such senti-

ment was reflected in a letter, written in 1822 by de Sola to Governor Luis Antonio Arguello of Lower California. "I have received from Mexico such documents as are printed in a country of dreamers, since independence is a dream." The "dream," of course, came true about two months later. Mexico, under the leadership of Augustin de Iturbide, broke free of Spain, and the Montereyans quickly swore allegiance to the new regime. de Iturbide's Punch and Judy empire didn't last long, however. In 1825, the Republic of Mexico came into force and sent Jose Maria Echeandia in as Governor of Upper and Lower California. He was not popular. For one thing, he established his headquarters at San Diego and refused, in the interest of the climate, to so much as visit Monterey. Then the garrison at Monterey, underpaid and neglected, revolted twice within two years. This was in 1828 and 1829. In the latter case, the contingent at San Francisco joined that of Monterey, and Echeandia met them at Santa Barbara. He won the argument and moved on to Monterey, where he captured the ringleaders of the insurrection, including de Sola, and deported them to Mexico. Acquainted with the climate at last, he decided to stay, and there he lived until his successor, Manuel Victoria took over in 1831.

The old Adobe Mexican Jail, eroded away by the years but still standing as a reminder of the old days when the Spanish controlled California.

FOREIGNERS, meantime, were settling in California in ever-increasing numbers. They ranged from English to Russians and back to Americans, with a sprinkling of Chinese thrown in for good measure. Smuggling developed into a highly-profitable business, as the Californians, during this period, probably reached an all-time high for shiftlessness and general apathy, and, with money to spend, they apparently would buy any convenience rather than turn a hand at manufacture. In 1836, in point of fact, this enterprise reached major proportions. As an example, a ship, in that year, was unloaded at Monterey, with a cargo valued at $20,000. In the morning duty on the residue aboard ship was valued and paid at $1,000. The city itself was restless; a political powder keg, and soon Governor Victoria, becoming wearied of the internal disruption, announced his desire to return to Mexico, where things were quieter. In January, 1832, the provincial legislature, as the result, elected Pio Pico governor. He resigned three weeks later, due to failure of certain political circles to support him. The foreign element became tired, at this juncture, of California revolutions, and therefore supported Augustin Zamorano for governor. Zamorano was a former secretary to both Echeandia and Victoria, and he managed to act successfully in his post until the arrival of the hard-headed colonizer, Jose Figueroa. Figueroa dropped into Monterey in January, 1833, gave amnesty to the English trader, William E. Hartnell. who, during the regime of Zamorano, had organized a revolt for the purpose of "protecting California," and went on to become a singularly protein factor in the development of his Province. For one thing, he sent Mariano Guadalupe Vallejo, a brother of Corporal Vallejo of the Bouchard invasion, to check up on the Bay of San Francisco. A singularly adept colonizer, he also chose William Antonio Richardson as Captain of the Port of San Francisco, ordered establishment of the pueblo of Yerba Buena there, and saw that his orders were carried out. Moreover, it was under Figueroa's prodding that the first California printing came into effect. This was in the form of a proclamation from Figueroa to his garrison, and the event moved Zamorano, Figueroa's predecessor in the post, to get into the printing business the following year, in 1835.

Customs House. The upper or north end was built in 1814 under the Spanish rule. The center one story section was built under Mexican rule after the break from Spain in 1822.

Lower end which is an exact duplicate of the North was built after American occupation in 1846.

A specimen of Monterey's modern architecture. Note line similarity to old-timers.

Zamorano's initial typographical sheet came out in that year, complete with a glowing description of his prices and workmanship, and was printed on the old Spanish press that disgorged California's first newspaper, The *Monterey Californian*, which was first published as a weekly by Robert Semple, on August 15, 1846.

But Figueroa was far from through in his development program. Concerned over the lack of commercialism in his Province, he caused trade restrictions to be lifted, and, even though duties on imports still were ridiculously high, the act attracted hordes of Boston and Hawaiian traders. Honolulu, during that period, was the stamping ground for the American whaling fleet in the Pacific, and several big firms became interested in traffic to and from Monterey. This interest, of course, caused scores of small businessmen to become interested, although much of the hide business, which was the primary industry in Monterey, was carried on by these small fry by smuggling in products. One of these was a remarkably bold and daring individual. His name was William S. Hinckley, who, in 1836, in company with his partners, Nathan Spear and Jacob Leese of Monterey, managed to evade customs officials to the extent of getting rich. He is chiefly remembered, and given credit, for developing the commercial foundation of San Francisco, in that he ultimately made enough money to establish headquarters in Yerba Buena, where he became wealthier yet. Later, he managed, by virtue of his friendship with Consul Thomas O. Larkin, to provide the impetus which ultimately resulted in the transfer of California to the United States, however, Figueroa's death in 1835 probably was the spark that touched off the deal. It led to a rapid succession of Montereyan Governors, most of whom were so incompetent that unrest rose once more. Governor Mariano Chico was the first of these. He took over in 1836, and managed to add to his unpopularity by appearing in public with his mistress, a woman who already had been pinched for adultery. The religious, conventional Californians resented this so strongly that Chico sneaked aboard a ship in the Harbor and sailed for Mexico in July of that year. Then came another revolution.

Marcie Woods' home now owned by Leo Ross (1946). This was built by the Buelna family. Dona Ilaria Buelna started one of the first schools in Monterey there, teaching prayers and Christian doctrines, reading, writing, sewing, and embroidery. The three daughters of Governor Alverado were reared by Miss Buelna, whose sisters have descendants living in the area near Russian River.

IT was led by Juan Bautista Alvarado, a young man of 27, born in Monterey. Alvarado probably will long be remembered, especially by military men. After assembling a hot-headed band of Mexicans, and taking in his side-kick, Isaac Graham, as leader of a band of Americans, he led his forces out and announced he would take over Monterey. When he gave the order to fire, his cannoneer found that there was only one ball that would fit the cannon. Undaunted, however, he caused the missile to be fired. It hit the governor's house, and the battle ended with his surrender to Nicholas Gutierrez of the opposing forces. The battle blew off a political fracas that eventually cost Mexico the State of California. Alvarado turned on Graham and his followers and caused them to be deported to Mexico, and, it was only due to the American Consul, Thomas Larkin, that they were sprung to return home. The incident, of course, had the effect of causing all immigrants to California to suspect all Mexican officials of treachery, and relations became strained. Friction grew between Alvarado and Mariano G. Vallejo, the military governor, more foreigners arrived, Indians got bolder, and the general opinion was that either the United States or Great Britain would annex the territory. That opinion became a reality in October, 1842. On that date several American warships hove into sight off the coastline, and, within an hour, an armed force had surrounded the Mexican customs with the announcement that the United States and Mexico were at war. The Americans were led by Commodore Thomas Ap Catesby Jones. He had little opposition from the ragged, underpaid Mexican soldiery, and was told that the territory belong to him, lock, stock, and barrel. Thus the American flag was raised over Monterey for the first time.

The invasion, of course, was a flop. The entire event made Jones look silly. Larkin, advised of the movement, produced documents from his superiors which disclaimed no knowledge of the

declaration of war, and Jones, after checking with residents in Monterey, pronounced the incident a mistake, hauled down the flag, and gave back the city to its inhabitants. But the fat was in the fire. Vallejo and Alvarado gave up their offices December 31, 1842, and, aided by the unrest, France and Britain began casting covetous eyes at the plum which was becoming more ripe for harvesting by the moment. The blow-off started with an "invasion" by Captain John Charles Fremont, who, despite his obviously original intent to take over the city, changed his mind and withdrew. He was followed on July 1 or 2 of that year by Commodore John D. Sloat of the United States Navy. Sloat, aboard the *Savannah*, joined the *Cyane* under Captain Mervine, and on July 7, after mulling the matter, Sloat sent Mervine ashore wtih the announcement that Monterey was American territory henceforth.

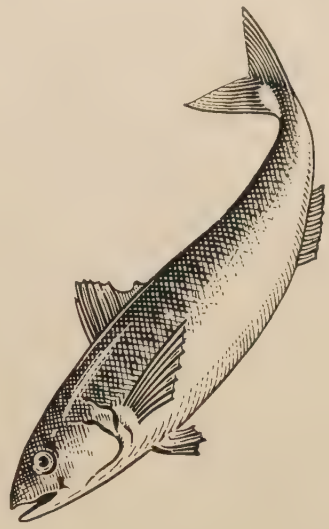
The Montereyans received the American occupation with little more enthusiasm than it apparently deserved. Certainly the worst move the new government could have made was to put the gloomy, puritanical Walter Colton, an American, in charge as Alcalde. Colton was a Yale man, former editor of *North American Review*, and, at the time of his installment in office, a naval chaplain. His disgust with the natives is best emphasized by his descriptions.

"Here," he writes, "is the reckless Californian, the half-wild Indian, the roving trapper of the west, the lawless Mexican, the licentious Spaniard, the scolding Englishman, the absconding Frenchman, the luckless Irishman, the plodding German, the adventurous Russian, and the discontented Mormon."

The country, of course, was torn by guerrilla warfare, and hordes of thieves, both Indian and Mexican, lived at the expense of the citizenry. The area which once had rung with gaiety of the Dons, now was over-run by brigands and sharpsters, and was shivering with intrigue and political unrest. One of Colton's first moves was to levy heavy fines against the sale of liquor and the pursuance of gambling. With the money collected, he built Colton Hall, which still is in use by Monterey's current city government. Another act of Colton's was the inauguration of the penal labor code into California law.

"NOTHING puzzles me so much," he wrote, "as absence of a penitentiary system. There are no workhouses here; no buildings adapted to the purpose; no tools, and no trades. The custom has been to fine Spaniards, and whip Indians. The discrimination is unjust, and the punishments unsuited to the ends proposed. I have substituted labor, and have now eight Indians, three Californians, and one Englishman at work making adobes. They have all been sentenced for stealing horses or bullocks. I have given them their task; each is to make fifty adobes a day, and for all over this they are paid. They make seventy-five, and for the additional twenty-five each gets as many cents. This is paid to them every Saturday night, and they are allowed to get with it anything but rum. They are comfortably lodged and fed by the government. I have appointed one of their number captain. They work in the field; require no other guard; not one of them has attempted to run away."

It was during Colton's tenure in office also that Monterey's first newspaper, first public school, and first public library got underway. In the first case, Colton, in company with the six-foot-eight-inch Robert Semple set up shop, as has been stated, on August 15, 1846. There were no rules; the type was rusty and all in pi. The type, of course, had been used to print Spanish, and, consequently, there were no letter "w's." Two letter V's were used to remedy the discrepancy.



Mrs. L. C. Isbell attempted in 1847 to institute a public school. Starting with 56 pupils, she held forth in the upper story of the Customs House. She resigned, however, in about two months, as none of her charges spoke English, and she spoke no Spanish. The first public library was founded in 1847 in Monterey, when Colton, together with several civic-minded Montereyans, raised $1,500, selected about 1,000 books printed in Spanish, English, and French, and had them sent around the Horn.

Monterey, by 1847, was growing rapidly. General Stephen W. Kearney, on orders from Washington, D. C., was named civil and military head of the new territory, and the first Pacific Mail steamship, the *California*, sailed into the Bay with the simultaneous arrival of Company F, Third Artillery, commanded by William Tecumseh Sherman. The famous Ord brothers and H. W. Halleck arrived. These men were to play leading roles in Monterey's development, which already was being noticed. Ship carpenters and brick-layers began coming to town; architects set up shop, and a new note in building designs began to appear. Then the Gold Rush of 1849 struck, and very nearly emptied the town. Despite the fever, however, the Montereyans went ahead with their plans which, among other things, included formulation of a Constitution. But Monterey lost the Capitol. The new Constitution was ratified by popular vote and the seat of government was moved to San Jose. Paced by the rush for the gold fields, however, and the loss of her Capitol, Monterey, at this juncture, went somewhat to pot; a condition that prevailed for 25 years. The old adobe mansions fell into disrepair; business failed, and the town sat back and lived off the ranches. This condition continued until the early '80's, and it was not until the turn of the century that the town began to wake up, and hence to graduate to its present admirable position as an outstanding American city.

Aside from its tourist business, Monterey's chief industry today is commercial fishing, canning, and processing. Known as the "Sardine Capitol of the World," this income for the town permitted the 30 canneries on the "row," in 1929 to produce 4,000,000 cases of fish, or a total of around $7,000,000. The business got its start with the advent of F. E. Booth of the Sacramento River Packers' Association, and, shortly following his arrival, Knut Hovden, came in, set up a cannery, and paved the way for the rest of the industry. Hovden still is active in the commercial fishing field, operates a huge cannery, and is recognized as one of the world's outstanding authorities on fisheries matters. The sardine, however, once plentiful off Monterey's shoreline, has disappeared off their usual route, and, therefore, for the past three years, Cannery Row has been somewhat quiet. But the city isn't worrying. Its got its tourist trade to tide it over, and that element, to put it mildly, is no mean factor of income.

(Continued Next Month)

Ebb 'n Flow

Newcomer

The 115-foot welded-steel tuna clipper *Carol Virginia* as she appeared prior to her recent launching at National Steel and Shipbuilding Corporation's shipyard in San Diego. Launching of the *Carol Virginia*, largest welded-steel tuna clipper ever built in San Diego, was witnessed by a crowd of over 3,000. The new vessel has a 12,000 mile cruising range and a total fish capacity of 200 tons.

Crowds and Clippers. Newest addition to the San Diego tuna fleet is the 115-foot welded-steel clipper *Carol Virginia*, launched January 8th at National Steel and Shipbuilding Corporation (formerly National Iron Works), before the largest throng ever to witness such an event. More than 3,000 persons gathered at impressive ceremonies marking completion of the eleventh steel clipper built by National since VJ-Day. The launching was coincidental with the opening of San Diego's Harbor Fiesta and National Fishing Show. The *Carol Virginia*, with a fish capacity of 220 tons, will operate for Westgate Sea Products Co. Its owners are George A. Stevens, veteran tunaboat captain, who will be skipper; Garnet W. Stevens, Oythe Butterfield, Hjalmer F. Olsson, and National Tuna Clippers, Inc., affiliated with the shipbuilding company. The boat has a molded beam of 27 feet, and a molded depth of 13 feet, 2 inches. Its fuel oil capacity is 38,621 gallons, and its cruising range is 12,000 miles. Lubricating oil capacity is 1,300 gallons and fresh water space carries 4,200 gallons. Personnel accommodations include an eight-man crew room, a two-man crew room, a radio room with facilities for one; a captain's room, and an engineer's room with space for two. Refrigeration equipment consists of four 4-cylinder Baker ice machines, and a two-cylinder, 3 h.p. machine for galley service. The main power plant is an Atlas 6-cylinder Imperial Diesel single-acting, direct-reversible, 4-stroke cycle, 315 r.p.m. engine, supercharged to provide 550 BHP. The engine is equipped with a Kingsbury thrust bearing and is fresh-water cooled by means of heat exchangers. Auxiliary engines consist of Atlas 6-cylinder Imperial Diesels, with 600 RPM. Pumps are Fairbanks-Morse, including two vertical bait pumps, 11 brine circulating pumps with 3 h.p. F-M Motors, a fire pump with 5 h.p. F-M Motor, a brine transfer pump with 10 h.p. F-M Motor; and a bilge pump with 3 h.p. F-M Motor. The Doran propeller, 73″ by 56″, was designed especially by William Lambie. The vessel is named for Carol Virginia Smith, 14-year old daughter of C. Arnholt Smith, National's president. She christened the craft, and was attended by Mrs. Loma Stevens as matron of honor and Miss Eleanor Duemling as maid of honor. In addition to Smith, and the owners, speakers at the ceremony included Comdr. Charles Tighe, commanding officer, U. S. Coast Guard Station, San Diego; C. Arnholt Smith, president, National Steel and Shipbuilding Corporation; Howard Chernoff, general manager, San Diego Daily Journal; Edward T. Austin, editor-in-chief, Copley Press; W. Wade Ambrose, president, Westgate Sea Products; Harold F. Cary, general manager, American Tunaboat Association; John Bate, Port Director, City of San Diego.

Productivity. Gloucester, Massachusetts gave birth in 1622 to what is now the oldest fishing port in Uncle Sam's glad land. Age apparently had not slowed up this productive haven, as 250 million pounds of fish were landed in the 326-year old port during the 1948 fishing season.

Measures. The Big Fish Bill, under which blue and yellowfin tuna weighing more than 150 pounds may be caught, expires in June, 1949, and, unless a bill calling for extension of the oversize proviso goes over, fishermen may have to return all heavyweights caught to the deep. San Diego Assemblyman Frank Luckel, who introduced the latter measure, which would extend the right to catch big tuna another two years, said that dumping of the fish, after the catch, probably would result in the death of many, added that opposition to the bill from canners was expected.

Herring and Haeringur. Economic Cooperation Administration officials in Iceland reported the arrival from Portland, Oregon, of the 6,900-ton floating fish factory, *Haeringur*, purchased under ECA's $2,300,000 loan to Iceland. This largest, newest, and most unusual member of Iceland's fishing fleet had been outfitted with additional equipment in the Reykjavik Harbor, was already in operation. It will sail from harbor to harbor on the southern coast of Iceland this winter to receive and process the fish brought in by fishing trawlers. The processing consists of preparing herring meal and herring oil by cooking the fresh fish and sending it through grinders. The dried herring meal is used for animal fodder in many European countries, and is frequently used as fertilizer. Another use for herring oil is in the making of margarine. By the addition of the floating fish factory to the fleet, it will no longer be necessary for Icelandic merchants to charter vessels to haul fish from winter fishing grounds in the southwest to the herring oil and meal factories on the north coast of the countries. Formerly, the big herring season during the winter was on the north coast, but, in recent years, the herring run has shifted to the south, thus creating the problem of hauling the fish to the northern plants. The *Haeringur*, a former freighter, was purchased in Portland for $192,500. The over-all cost of special equipment obtained from many sources was $433,000. The loan to Iceland will be used also to finance the purchase of additional fish processing equipment and large amounts of fishing nets to replace the nets lost in a large fire in Iceland last winter. The herring processed aboard the old American freighter, now cast in its new role, is expected to stimulate Iceland's

productivity and consequently the export of one of her most important commodities to other countries of Europe.

Sea Hunt. The *Calistar*, 100-foot tuna clipper, is following its compass in the direction of the Palmyra Islands, just south of Hawaii, for an 8-week experimental fishing bout. Heading the 11-man veteran fishing crew, Captain Oren H. Dickason said he knew there was tuna in that area, but explained the problem of bait was again presenting itself. The test trip was backed by the Terminal Island Sea Foods Company, which has been given exclusive fishing right by one of the directors of the Palmyra Island Company, Leslie V. Fullard-Leo. President of the firm, Herbert C. Davis Sr., contemplated flying to the islands later.

Bait. The Sheik of Kuwait, ruler of a small Arabian country at the northwest corner of the Persian Gulf, may receive, as gifts, two extravagantly appointed speedboats, costing $26,000, if and when he signs an oil lease with a group of unidentified American companies that want to drill in Kuwait. Representing American oil interests, Captain T. C. Conwell stated that the boats were elements in negotiations for an oil lease. Built by the Fellows & Stewart Shipbuilding Yard, Long Beach, California, the well appointed 26-foot speed boats were loaded with expensive fittings and sport a gold leaf trim on the varnish work.

Fiat. In an order issued December 29, the Interstate Commerce Commission authorized the Railway Express Agency to place into effect nationally its so-called Western scale of rates. These rates apply on less than carload first and second class traffic and may be published upon notice to the Commission and to the general public by not less than thirty days filing and posting in the manner prescribed in Section 6 of the Interstate Commerce Act. The Western rates are about 10 per cent a hundred pounds higher than the present Eastern-Southern scale. This particular order would not apply to commodity rates, under which a large percentage of fishery products is transported. It is estimated that less than 25 percent of the fishery products shipments would be effected.

Records. Holding the 1948 title for a record catch of 189,000 lbs. of king crab meat, the fishing boat *Deep Sea* returned to Seattle, Washington from nine months on the Bering Sea. During the season no other vessel topped the record. Lowell Wakefield, President of Deep Sea Trawlers, Inc., said the vessel would return north again this winter.

Entertainment. During an expedition to Tristan de Cunha, deck hands and biologist's aboard the *Pequena*, owned by the South West Africa Fishing Industries Lt., found themselves with mouths open, as they witnessed the rarely seen phenomena of the flying squid. The Zoological Society for 1833 recorded the fact that several specimens of *Loligo Sagittatus* had leaped aboard a vessel en route from India, consequently making the squid that flew aboard the *Pequena* a rarity rather than a freak, but it had not been seen since, according to reports.

Expansion. South West Africa Fishing Industries Lt., largest fishing enterprise in South West Africa, was spreading industrial arms into Luderitz, and several other points in South West Africa. In the past year the 400,000 (Sterling) firm had sold 50,000, 48 lb.

cases of canned crawfish, of which a fair amount was exported to the United States. Walvis Bay was tentatively cited by the company as a base for their tuna industry. The Bay chosen for its location had proved itself one of the richest fishing areas in the world, the company said.

Firsts. First British company to use and produce the seine net, the Harry Franklin Ltd. of Crimsby, claimed a 3,000 per cent annual demand increase for their internationally known seine nets. Now building wooden seine boats in their shops, the firm claimed to be the only one of its kind in Great Britain which builds a seine net vessel, and completely rigs her for fishing.

The Law. Three new conservation bills are in the hands of the law makers. Introduced by Vincent Thomas, Assemblyman of San Pedro, the bill calls for a single sardine season from September 1 to December 31 for the whole of California. The law prevailing at this time designates August 1 to February 15 in Monterey, and northern California, and October 1 to March 1 in Southern California, as the sardine season. Assemblyman Thomas stated, "The present set-up has resulted in heavy concentration of fishing in first one area and then the other." The bill also has a stipulation making it un-lawful to take sardines for any purpose but reduction or packing except during the statewide season. A second bill being launched by Thomas is to prevent fishing boat crews from filleting their halibut before they bring them in to be inspected. Numerous fishing boats have been bringing their halibut ashore already filleted making it impossible for state inspectors to ascertain size of the fish. The third bill initiated by Thomas was formed to protect young abalone. The limitations will be: eight inches in diameter for the reds; from six to seven and one-fourth inches for the greens; for pinks, six to seven inches; and five to six inches for blacks.

Elections. Results of a two month election boomeranged into position Lester Balinger as secretary-treasurer of the A.F.L. Cannery Workers and Fishermen's Union for the fifth year. Votes totaling 2265 were cast by members of one of San Diego's largest labor unions, out of a potential 3000. George Ledesma was reelected president, and Frank Currier, vice-president. Balloting was held during November and December at the canneries and amid the boat crews as they returned from fishing trips. Other offices were filled by Antoinette Landowsky and Fred Martinez as business agents for the cannery workers unit, and by Joe Landry and Jack Tarantino, fishermen's unit business agents. Appointed trustees for the cannery workers were Donald Arthur, Eddie Seiden, Rose Bryant, Edward Moore, Donald Nissen, and Carmen Monette. Fishermen's trustees will be Spade Burns, Eddie Bryant, Manuel Souza, Arnold Regal, Leroy Fouts, and Leroy Anderson.

Profit and Loss. Superior Court Judge Arthur L. Mundo handed down a negative ruling to Maclay P. Nelson, Seattle engineer who claimed the right to collect $19,620 from a San Diego, California shipbuilding and repairing firm. Payment was sought from Anthony C. Martinolich, Robert Martinolich, John Martinolich, and John Caravano, respectively, who do business as Associated Repair Basin. Nelson, hired by the firm as a salesman and contact man, claimed the business, and large

(*Continued on Page 22*)

OPINION

Are Monterey Waters Poisoned?

(Here is an article that offers a challenge to the entire commercial fishing industry, and it should be carefully digested. It was written by K. Hovden of Hovden Food Products, Monterey, California. Mr. Hovden, as is well-known, is an outstanding fisheries authority, and, in the following story, he flatly charges that the United States government's dumping of chemicals and ammunition in the waters of the Monterey area with the responsibility of the sardines' disappearance down there.)

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MR. and MRS. K. HOVDEN

THE travel of mature sardines from Vancouver Island, British Columbia, to Southern California every fall and early winter, has been a regular event since the inception of sardine fishing at the beginning of the present century. This travel cycle begins after spawning off the great shelf bordering the southern half of California. The fish travel North in large schools and follow the encircling Japan current southward along the Coast of Canada and the United States in an endless cycle seeking food before and after the spawning periods early each spring. The spawning takes place from one hundred to three hundred miles off shore in the warm waters, while the spent and hungry fish, after reaching the northern curve of the current, follows back to the spawning grounds the coast line of the American Continent.

The feed, evidently, is more abundant along the shore, and the southward trek of sardines has been observed in restoration of the fat in the flesh; this fat later feeds and sustains the egg sack. These large mature fish, not utilized in the beginning of the sardine canning area until a market was developed, began to appear in vast schools along the Central California Coast line from Pt. Reyes, West of San Francisco, to Pt. Pinos, the south extremity of Monterey Bay. In this area, covering a hundred miles long coast line, 65% to 75% of the entire sardine take was a yearly occurance, beginning some years in September, sometimes in August, other times early October, but it never missed, and canners, fishermen and workers built a three to four million case pack in this Central California area.

Then, in 1945, as the war ended, the armed forces began to dispose of surplus ammunition, chemicals, etc. and the most convenient place for disposing of this vast amount was in the ocean; and so began a reckless disposal of this surplus by dumping it ten to fifteen, to even thirty miles off shore, and the sardines stopped coming to this section. The coast line from San Francisco Bay runs westward about thirty miles, forming Pt. Reyes; twenty to thirty miles directly south of Pt. Reeys lies the Farallone Islands, a group of islands forming a basin of about one hundred square miles, and one of the great fishing areas for sardines on the coast.

Now the Secretary of the Navy discloses that the dumping of ammunition, then and now, is only, say, five miles south of the islands; besides the large chemical dump area set aside sixty to seventy square miles and only about twenty miles farther south, while the ebb and flow distributes the poisoned waters all over the area, and practically closing the northern entrance where the sardines enter the fishing grounds, which is proven by the complete disappearance of the sardines from this area since September 1945.

The Secretary of the Navy also discloses that a dump now discontinued was located near the northern entrance to Monterey Bay, one of the main fishing areas on the coast, and where two to three million cases of sardines were produced annually of large sardines migrating each autumn.

A certain amount of small size sardines now enter Monterey Bay area, mainly from the south and southeast, but no large migrating northern sardines have been taken in Monterey Bay since September 1945. The northern end of the discarded fishing area resembles a dead sea. Seals are dying by the hundreds from feeding on fish living near the dumps; sea gulls have left the shore and also the phosphorescence.

In view of the foregoing facts it seems that the Navy should be requested to dump their chemicals and surplus ammunition not less than three hundred miles westward from the continental shelf so as not to pollute the home fishing grounds and interfere with the natural travel lanes of migrating fish. Complaints of this nature have been made in Norway, Denmark, Iceland and South Africa, where dumping of ammunition interferred with and partly destroyed the spawning grounds until corrected. It is, therefore, essential that the Navy discontinue to dump chemicals, ammunition, and other materials containing poison, within the 12th Naval District at any point on the coast, unless dumped three hundred miles west of the Continental shelf.

Terminal Tidings

By MERLE B. PARKE

MOST of the San Pedro fishing crowd was tuned into news broadcasts, of one nature or another, on the night of January 6, in hopes of hearing the latest concerning the fate of Captain Louie Zermotten, and the crew of the bait boat, *Sunderland*, which was caught in a *chubasco* near Cape San Lucas. It was a long night for some of us, but a much longer one, as it turned out, of those aboard the *Sunderland*. The story is that Louie had stayed on anchor the day before, because of a stiff breeze. Having just obtained a nice tank of bait a couple of days previous, and knowing the fish were up, Louie decided, breeze or no breeze, to go fishing. The *Sunderland*, a new, well-constructed boat, is down from the North; a 70-footer powered by a 230 HP Wolverine engine, and draws 12 feet of water loaded—all of which makes what happened the more amazing. Leaving the anchorage, (to get on with the story), Louie proceeded across the gulf to find the farther he went the worse the weather became. The wind was pushing big swells, and he was forced to alter course up and into the seas, and to consistently reduce speed, as the boat would take a list to one side or the other, and, at various intervals, it stayed heeled over for long periods of time. Louie relates that he was about convinced that he should dump the bait tanks, when, out of nowhere seemingly, a gigantic swell hit the boat and flipped her on her side, while she had a slight port list.

THE mast was lying flat on the water, and the entire crew, except Louie, were clinging to the boat's sides. One man, in fact, was trying to get a skiff clear as the boat went over, while another crew member yelled that a second skiff and life raft had been carried away by the swells. The port side, happily enough, was fairly well watertight, as everything had been battened down, and Louie immediately put out a "Mayday" call on all radio frequencies, finally contacting *American Belle*, more than 600 miles away. The *Belle* promised to get help to him as soon as possible. Just then, however, the radio quit, due to the batteries falling off the engine room bulkhead, when the brackets gave way. Louie says he felt, about that time, that the jig was up. The vessel setttled slower than he figured it would, and, when the bait tanks dumped some fifteen tons of water, the situation was aided more yet. About this time Louie proved his seamanship for all time. Not that his ability was unknown to the fishing gentry. "Jewfish Louie," in fact, is a man known from Panama to Puget Sound as a fisherman, and a damn good one. He has fished the Mexican and Gulf of California coasts for twenty-five years, and knows them like a native. His quotations appear on Page 106 of the Coast Pilot for this area, and he's taken his *Dauntless*, and, more recently, his *Blue Eagle*, anywhere the fish were. This trip, in the *Sunderland*, was his first since he sold the *Blue Eagle*.

IN any event, when the radio went dead on the *Sunderland*, Louie was trying to maneuver the boat into a half-circle, in order to put the mast into the wind and sea. Standing on the pilothouse wall, (with the ship lying on he rside), as a solid sheet of green water repeatedly pounded the vessel. During this time, of course, he had managed to keep the engine running, and was slowly bringing her around. Somewhere he had heard that, by reversing the craft at just the proper moment full astern, the action, combined with the action of a large swell, might right her. The first attempt failed, as the engine died at a moment when three large swells struck under her. Later it developed the fuel pump, which was lying on its side, had lost its prime. The swells, however, hit with such force that the vessel came upon a lot more even keel, and all hands instantly turned to bailing out the gallons of water, finally getting her balanced. The engine room was flooded, and everything was in rough shape; the main switchboard caught fire, due to the water causing a short circuit. But, after a good deal more maneuvering, Louie was able to get the main engine going, and to head for the beach, which was about fifty miles away. Running on a slow bell, and fighting to keep afloat, the Sunderland arrived at an anchorage the next morning, and proceeded to square things away, prior to starting for San Pedro.

THE *American Belle* had kept her promise, and dispatched word to the Coast Guard, and other vessels closer to the scene. Several craft changed course to go to the *Sunderland's* aid. A Coast Guard plane arrived too late and was forced to set down at Magdalena Bay to await the dawn. The plane, of course, took off with the first light, and found the *Sunderland* heading for the beach. The Mexican government, as it developed, also had sent a plane to aid in the search, and Louie says he was kept busy—and still is—in expressing his appreciation for the aid offered by one and all. Louie says no one on the trip "got any too much sleep," but all hands finally got back to normal, and began fishing on the trip back to San Pedro. The vessel, when it arrived, unloaded seven tons of fish, after weathering one of the worst *chubascos* yet described! Following the unloading, temporary repairs were made at San Pedro Boat Works, and Louie then delivered the boat to her owners in San Francisco, where they plan to change her construction topsides and put her back into shape.

THE worst thing about these *chubascos* is the degree of fury that they can attain on the slightest notice. Louie relates that the one which caught him whipped up so fast that it was very nearly incredible. His reaction, of course, was typical of a first-class fisherman. By that I mean that some of those people never seem to know when they are in danger; they are out after fish come hell or high water, and most of them will hang on regardless of the danger, rather than run for cover unloaded. Happily enough, though, most of them get out of the messes they get into, and in much the same manner as Louie. Insofar as using their heads, that is. They are, for the most part, a gallant, gutty bunch, and certainly there is nothing dull about their lives, either aboard or ashore.

Fair Winds

By JOHN DE BECK

ASSIGNED by the Board of Economic Warfare to search the South Pacific war zone for fresh fish, with which to supplement the diet of K-ration happy GI's, Dr. W. M. Chapman, noted fisheries expert and now Special Assistant to the State Department, spent the better part of the war wandering from base to base in the Solomons and New Georgia Islands. "Fishing in Troubled Waters" is a narrative of a fisherman, in strange waters, with strange equipment, and even stranger personnel. Sprinkled with humor, and flavored by Dr. Chapman's background the saga begins with the wrangling of a small trawler, the *Crystal Star*, from Army authorities in Noumea. Each episode brings forth a problem solved, a flim-flam with the Army or Navy, many interesting anecdotes, and a few discouraging mechanical and technical obstacles.

The attainment of a boat would seem to be the hardest single problem, however, as it turned out, the men in the fishing party, three GI volunteers and Two Fishery biologists, (one of the latter was Dr. Chapman) found that refrigeration and mechanical difficulties were hardest of all to solve. Leaky tubing cost many a bottle of freon, a substance not easily attained in the South Pacific, gas and generators, set to overload ampereage, were prone to break down when they were most needed. If it hadn't been for friendly Seabees and Army Engineers, the operation would have been doomed mechanically from the start.

AFTER outfitting the boat, which took approximately twice the time it should, the problem was to get from Noumea, in New Caledonia, to the New Georgia Islands. All such movement had to be escorted and the Crystal Star was not equipped for long distance navigation anyway. Such minor trivia as charts, instruments, and the inevitable Navy signalman, were not available. Much waiting and prodding of officials found the needed Navy escort. Through an extremely delayed and drawn out journey the fishing party reached their goal, and more problems.

THE fishing theory employed by Dr. Chapman required the hiring of natives to instruct the novice tropical fishermen, including Dr. Chapman, in the ways of Melanesian fishing. Chapman needed five natives, who could understand what was wanted, and who would direct the fishing operations. As with all the required material for the success of the operation, the personnel needed was hard to wheedle away from the authorities. in this case an extremely negative British Colonel. Palaver, filled with threats and buck-passing, gave the expedition much-needed manpower. Subjects of the argument, the five Melanesian natives were an interesting lot and their lives are described by Dr. Chapman in a vivid and human manner, especially their encounters with strange mechanical devices, such as gasoline stoves, and the 32-8 degree temperature of the hold, produced by the improvised refrigeration equipment aboard the *Crystal Star*. As fishermen, of course, the natives were unmatchable and the catches, which they consistently brought in, were of great value to the whole project. These natives, of the most adaptable sort, were the contributing factor to the success of the operation. Chapman's description of the fishing activities was extremely clear and the word picture painted by him of the tropical islands, and the fishing conditions encountered would be of interest to anyone in the fishing business, or interested in adventure in any form.

ONE of the interesting features of the book is the variety of subject material. In any chapter the reader can find personality sketches, with clear and complete impressions of Chapman's co-workers; Geographical descriptions, which rival the travel pamphlets produced by travel agencies; Scientific observations, that are simple and clear to the layman; and humor of the clear old fashioned sort, spiced with subtleties.

Dr. Chapman, of course, makes no particular pretense at style; one finds him, in some instances, as a matter of fact, repetitive.

EBB'N FLOW

(*Continued from Page 19*)

contracts he brought into the firm, one of which gave the concern a $154,701 gain, entitled him to share in the profits. The court ruled differently upon hearing testimony.

Equipment. A Luscombe 90-horsepower seaplane which Joe Medina ordered for the Queen Mary arrived while the Queen was at sea, and delivery was made to the *Chicken of the Sea*, which was ready to leave port and anxious to take a plane along for spotting. A duplicate plane is being rushed from the factory for delivery to Medina. The plane, a two-seater, has several new features, including a low-pitch prop and full glass doors. Don Hall, in charge of seaplane sales for Friedkin Aeronautics of San Diego, which sold the plane, said he was astounded by test performance of the new craft, which has more power than earlier models. "It took off in 12 seconds," he said. "That's a lot better than we had anticipated." Hall added that experience so far indicates that plane-equipped boats can make at least one extra trip a year, since aerial spotting results in faster loading of the vessel. "In other words," he said, "boats equipped with planes are paying for them in one trip or less."

Administration. The Harbor Commission, at its last meeting, approved the request of the High Seas Tuna Packing Co., Inc., for a six-year extension of lease. A communication from the San Diego Harbor Association, supporting the Packing Company's request for an extension, was read and filed. (The extension had previously been approved by the City Planning Commission). The Harbor Commission also: Held over, for further consideration, request of Thomas R. Kane to lease Sport Fishing Pier No. 2. Executed agreement between the City of San Diego and the Crescent Wharf and Warehouse Co. covering storage space in the Municipal Warehouse, 1265 Harbor Dr., for a period of one year. Discussed proposed rental change for United Water Taxi service; no action taken.

Harmony. San Diego's six big fish canneries, paralyzed for nearly three months because of a price dispute with fishermen, were back in operation February 1. The embroglio grew out of a demand by the AFL Fishermen's union that the prevailing price, $340 a ton for tuna, be maintained. Canneries had sought to set a lower price, and, with except of Van Camp's Seafood Company's plant, there was little activity

(*Continued on page 43*)

You Have An Education Coming!

(Preparation of fish and shellfish has been one art, from an educational standpoint, that has been somewhat neglected through the years since the Pilgrims. The picture changed in 1947, however. That's when National Fisheries Institute decided to do something about it. Here's the result so far.)

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By STUART ALTON
Marine Press Staff Writer

NATIONAL Fisheries Institute, with offices in San Francisco and Washington, D. C., the trade association of the commercial fishing industry, is engaged in a nationwide promotional campaign that currently has reached explosive proportions, and one which, given a little more time, probably will materially affect the eating habits of the entire country. The project was started, in fact, on November 1, 1947, when a group of producers and distributors of fishery products launched the first year of the NFI campaign and, at the same time, invited all segments of the industry to join the program, regardless of whether or not they were members of the Institute. As the program progressed, others joined the drive, which now is in its second year. Aware that fish as a food would compare favorably with all other foods, nutritionally as well as pricewise, hundreds of commercial fishing's big guns saw the wisdom of displaying their product to the public, and they saw, too, that high prices and scarcity of meat and other foods would not last too long. The rest of NFI's idea is history.

Never before has the fishing industry been so well publicized with the consumer. Bombarded by NFI's constant advertising and promotional blasts, more housewives today know more about the varieties of fish and shellfish, and their preparation, than ever before in history.

Prices of other protein foods are falling, and it has become pretty generally recognized that the fishing industry will have to fight to keep its place and increase the per capita consumption of fish and shellfish, which was 10.8 pounds in 1947, and is estimated to be 11 pounds in 1948. The United States is a buyers' market, and the housewife is the buyer of the nation. She looks for variety in all kinds of food, and the industry must be prepared to give her variety in fish, shellfish, and tell her how to prepare them. Surveys

Tasty
Broiled sardines on toast with mushroom cream sauce.

shows that homemakers are interested in fishery products but want to know more about them. A recent survey made in Rochester, New York, discloses that 54 per cent of the women questioned would serve more fish if they knew more ways of preparing it, and 37 per cent would eat more fish if they were better informed on its nutritional values.

Fish is an excellent food as we who live on the West Coast know. Not only is it delicious when prepared properly, but it contains the proteins, minerals and other nutrients so necessary to sustain human life. Those who live on the eastern seaboard and in southern coastal cities also know fish as a highly desirable food, but there are millions of families living in areas away from the coasts who know fish only as a food to be eaten on Friday, during Lent, once or twice a month, or perhaps not at all. (If the NFI campaign could influence every one of the 40 million families in the United States to eat only one more fish meal a month, the increase in fish consumption would be staggering!) The type of job which the NFI has undertaken—a campaign to sell more of its commodity—has proved valuable, of course, to countless other industries, as the following examples will show: The consumption of citrus fruits was increased from 36.3 pounds per capita in 1929 to 62 pounds in 1947. Canned tomato juice consumption jumped from 4½ million cases in 1931 to 35 million cases in 1947. Banana consumption rose from 37 million bushels in 1919 to 54 million in 1946. Meat consumption was increased from an average of 126.2 pounds per capita in 1935-39 to 150.6 in 1947-48. The same figures for cheese are an average of 5.5 pounds per capita in 1935-39 to 6.9 pounds in 1947-48. Margarine consumption rose from 2.9 pounds per capita in 1935-39 to 5.9 pounds in 1947-48. The means which the NFI has used in its campaign are varied, many, and reach out into every avenue that molds public opinion.

For example, last year advertisements placed in *Ladies' ome Journal, Woman's Home Companion, Better Homes and Gardens, Good Housekeeping, McCall's, American Home, Parents, Woman's Day,* and *Family Circle* promoted a leaflet in the form of a guide to fish and shellfish purchasing and cookery. As its name implies, "*Fish and Shellfish Cookery Made Easy*" contains the pertinent information to make preparing fish

(*Continued on next page*)

easy, and it also makes it interesting. The 78,000 requests received in response to these advertisements bore out the results of the survey mentioned above—a desire on the part of housewives to know how to prepare fish and shellfish. The NFI is now projecting an advertising campaign for four-color page and half-page advertisements in leading national magazines. The retailer, where the consumer actually makes her purchases, is to a great extent the crux of many of the industry's problems. The first step in the direction of giving direct aid to retailers has been the Institute-prepared posters in color, offering the cook book to their customers. More than 500,000 of these cookery leaflets have been distributed through retail outlets. The Institute also prepared window stickers, headed "*Today's Seafood Budget Special,*" with space on each sticker for the distributor to write in his own special for the day.

THE major grocery chains which have taken advantage of the NFI's posters and window stickers report excellent returns from these attractive reminders that their fish and shellfish departments are well stocked. With an industry program being carried on from a strategically located office for all kinds of contacts, others find it easier to work on cooperation projects. For example, during the Lenten season, such groups as the Wine Institute and citrus industries will carry on extensive cooperative promotions with the National Fisheries Institute. But, going beyond that, the Institute utilized the channels that have a tremendous influence on public opinion—namely, the public press and radio. To be specific, this is what has been and is being done: Each month the food editors of newspapers all over the country, with a combined circulation of between 25 and 30 million readers, receive four food stories a month. The Institute sends these out through its agency, J. Walter Thompson Company, whose staff of home economists and food writers are skilled in all phases of food promotion. In addition, the city desks of major metropolitan newspapers receive new stories about the industry.

The papers selected for both food and news stories are those with the largest circulations, because in this way each dollar spent for publicity goes farther. The food articles sent out include recipes and nutrition information, but, more important, they continually emphasize how good fish is, how delicious and how easy to prepare. In addition to these stories sent out regularly, another service provides all the large circulation newspapers who use photographs for illustrating their food columns, with illustrated stories showing fish preparation and pictures of finished dishes. To reach other hundreds of papers with millions of circulation, articles and pictures are placed with food editors of syndicates — for example, the *Associated Press, Western Newspaper Union, King Features,* whose food feature articles are followed with great interest by the nation's newspaper readers. The public press also includes the magazines read by millions of people, but particularly by women. As a matter of fact in recent years more and more of the magazines have added food pages with pictures and recipes, and many new magazines that have appeared have been in the women's interest field. And a magazine often impresses a reader more than a newspaper does because it has more space in which to cover a subject: pages instead of columns. The J. Walter Thompson Company staff of home economists and food writers contact the food editors of the magazines constantly to keep them informed on the trends and new developments of the industry, and they also act as a source of information on all aspects of fishery products and their many uses.

Magazines include not only the major so-called women's service magazines but also the "confession" type, which have tremendous circulations, too, and women's magazines of small circulation. There are about eighty-five magazines published in New York alone that include food articles monthly. The food writers of the J. Walter Thompson Company furnish ideas for fish and shellfish articles, recipes, industry information, photographs, even the fish itself —anything that will help the editor present an interesting, informative article. As a result many magazines have published full-length articles about fish. Another phase of the campaign to mold public opinion in regard to eating fish, is to supply the editors of 1,700 special publications with recipes, stories and pictures. These publications include house magazines published by companies for their employees, shopping newspapers, and papers that drug and grocery chains distribute to their members and customers. The readership of this group of publications is estimated at 18 millions. There can scarcely be an adult who doesn't realize what a tremendous impact the radio has on public thinking. Radio publicity on fish is handled by a specialist who has, herself, been a broadcaster, and so knows just what broadcasters can use, how much to write for them and how to angle the information. Women broadcasters of 880 stations receive specially written scripts on fish cookery each month. Like the newspaper stories, these scripts include recipes, information about the industry, and ways of preparing fish in delicious ways. A selected group of about 50 broadcasters also

Tuna Fish Salad

Flake cold cooked tuna or canned tuna fish combined with celery.

receive supplementary material every month in response to their requests.

Another project is the recorded radio program called "*From The Waters,*" the recordings made to promote the industry by the industry itself. They are just about as commercial as a program can be. Yet through a competently handled plan, it was possible to make arrangements by which about 30 stations have used them, during their public service time. If the Institute had to pay for the time on the air which it has obtained free, the bill would run into many thousands of dollars. A program planned and executed by a group whose experiences in public relations work makes them so well suited to promotion of fishery products has opened the many avenues via press and radio to the message of fish as a delectable and nutritious food. By this very effective strategy, millions of people are reached in ways that no one segment of the industry can reach.

Although the campaign is only in its second year, there are other fields which are already being covered, where the united effort of the industry is making its influence felt. One of these is through contacts with chain and individual retail food groups. These have resulted in these groups featuring fishery products by newspaper advertising and distribution of recipe booklets. Another is publicity with restaurant and hotel associations whereby the many varieties of fish and shellfish have been featured in displays and served at restaurant conventions.

Still another project which the Institute has helped to inflence, this one in cooperation with the United States Fish and Wildlife Service, is the School Lunch Program supported by the Federal Government. Largely through the efforts of these two organizations, the School Lunch Program was amended in June, 1946, to include fish and shellfish. Recently the FWS announced that its Branch of Commercial Fisheries will concentrate its market development efforts in 1949 on introducing fish into the schools. Encouraging children to eat fish while their food habits are being formed cannot help but add variety to the nation's diet and make a more widespread use of fishery products.

The NFI promotional campaign has been well established and is doing a splendid job for the entire industry. It is doing the basic job of making the consumer more fish-minded, so that he will want to try the many varieties of our product which are available. It simply makes individual brand advertising and regional advertising much more successful.

Milady

By DOROTHY HARVEY

IF there's one thing that practically everyone in the world seems agreed upon it's the desire for Peace. It's a universal desire, and one that, here in the United States, is arousing an ever-swelling chorus from all levels, from Supreme Court justices and leading scientists right down to that average guy, Joe Doakes. It's brought formation of several groups that, however they may differ on methods, are united on one theme: there must be a world government in which all nations can live in peace and equality. One of the top organizations, and one which has a list of members that reads like a Who's Who of industry, science, government and the arts, is the United World Federalists, which advocates a federal form of world government, with the authority and power to make, interpret and enforce world law applicable to individual citizens, as are the laws of any nation or community.

The UWF has been operating for a comparatively short time, but already it has been joined by such statesmen as Supreme Court Justice William O. Douglas and W. L. Clayton, the former Under Secretary of State; by such scientists as Albert Einstein; businessmen like W. T. Holliday, president of the Standard Oil Company of Ohio; labor leaders such as James B. Carey, secretary-treasurer of the CIO; farm leaders like James G. Patton, president of the National Farmers Union, and leaders of public opinion like Raymond Gram Swing and the author Edgar Ansel Mowrer.

ON the local level, too, those who have joined the UWF ranks include some of the top civic leaders. In San Diego, for example, the Advisory Board includes such people as Rep. Clinton D. McKinnon; City Councilman Charles C. Dail; Superior Court Judge Robert B. Burch and William A. Glen. The San Diego chapter of UWF is becoming increasingly active, and right now is sponsoring an essay contest—open to all residents of San Diego County—on the theme "Peace Through World Government." Incidentally, the rules for the contest are simple: The essays must be at least 500 words long, but not more than 1000. They may be typewritten or in ink—if the handwriting is clear and legible. They should be sent to the San Diego UWF office at 4205 Pacific Highway, postmarked not later than Feb. 28. The winners will be named and the awards passed out at a mass meeting March 11; it's too early right now to tell where the meeting will be held, so keep a watch on the daily papers. Miss Anna Alsebrook, who was retired just a few weeks ago by the San Diego City Library, is chairman of the contest, and she will select the judges.

THE story of world government has not, until now, been spread too far, but here, in brief, is what the UWF plan encompasses. A world government, federal in form, and having those powers necessary to preserve peace. All other powers would be retained by present nations and their citizens. The world government should have these minimums: 1—Power under law to prohibit the use or threat of force in international disputes, while providing judicial procedures for peaceful adjustment of pursuits; 2—Power to control atomic energy and other scientific developments easily diverted to mass destruction; 3—Power to regulate and limit the arms and forces of member-nations to levels required for internal policing; 4—Power to raise revenue under a limited but direct taxing power independent of national taxation. These are the minimums. Many UWF members believe that wider powers must come eventually—such things as a truly representative legislature, an effective executive, an adequate police force, a system of world courts and a world bill of rights.

All these things, the group says—and it sounds logical—can be achieved through the machinery of the United Nations, and that is just what the UWF is working for. But first the group has to carry its program to the court of public opinion.

THE Eleventh Naval District was established January 20, 1921, just one year after the Naval Operating Base was set up as a unit of the Twelfth Naval District. With commissioning of the Eleventh Naval District, NOB became a unit under command of the local commandant. By establishing the Naval Hospital in Balboa Park, the residents of San Diego showed, very clearly the great regard the city has for the Navy. Most attempts to use part of Balboa Park for anything other than a park have been turned down by the voters, the last time being in 1947 when a suggestion that land there be used for Civic Buildings was rejected by on overwhelming majority. However, when the proposal to give land to the Navy for a 500-bed hospital was placed on the ballot, San Diego citizens favored it by a vote of 10 to 1. Before making a recommendation, several members of the Naval Affairs Committee visited San Diego, and were taken by Davidson to see the site. He had, meantime, urged John D. Spreckels to select another site —the present one—for the site of the huge Spreckels organ, originally scheduled to be on land needed for the hospital. That action cleared the way for the hospital, and when the Naval Committee chairman saw the area, the site and the possibilities, he immediately called a meeting of the committee, and members voted unanimously to recommend acceptance of the land by Congress.

THE history of the Navy and Balboa Park during the Second World War was almost a carbon copy of what had happened two decades earlier, in the first World War. The City turned over the Exposition Building and the Park to the Navy for training purposes and for use by convalescent patients. Most of it has since been returned to the city. The Navy, throughout the years, has been enthusiastic about San Diego, and its regard has been returned with interest. It is doubtful if the Navy ever will move the headquarters of the District from the city; there are, in point of fact, some local residents who say to do so would void title to certain lands on which the Navy is now established.

There are, of course, persistent rumors in San Diego Naval circles that the Eleventh Naval District will be combined with the Twelfth. Just what this would mean is not clear, but the greatest effect probably would be in administrative procedure. The Navy has too many millions invested in San Diego to abandon them.

Any doubt that San Diego was a major Navy town was dispelled with the Second World War, when the harbor, city, and area became the major West Coast staging and training section. During this time Naval installation mushroomed to unforeseen size. More millions came into the city for improvements—better than 13 millions, actually—for installations and for payrolls.

San Die

Its Navy, Coast Gua

(A CONTINUATION OF THE SAN DIEGO HARBO

Since VJ Day, the Navy population and activity has decreased, but the "mothball" fleet in storage at the south end of the bay is a reminder that Uncle Sam can swing into action — and, if that happens, that San Diego will again have a major role.

The Harbor and Coast Guard

ALTHOUGH not in evidence as much as the Navy, the United States Coast Guard is a vital part of the harbor, and has been here since establishment of the Ballast Point Light Station in 1890. The Point Loma light station was set up a year later. The first air detachment was set up at Lindbergh Field on July 1, 1934, with a Vaught-Sikorsky plane. In the summer of 1936, construction was started on the present air station, which was commissioned in April, 1937. At present, the air detachment has eight planes, ranging from Martin Mariners and Cata-

Industry

One of the San Diego area's more successful commercial enterprises is Western Salt Company. Plant is in Chula Vista, California. Main office: San Diego.

Harbor

, Aviation, Fishing

RTICLE IN A SERIES ON WEST COAST PORTS.)

linas to two JRFs and one observation plane. The air detachment at San Diego, during the past few years, has conducted many experiments in landings at sea, and from the results has evolved techniques which have made their air and sea rescue work much more efficient. Most spectacular of the work done by the air detachment are the sea rescues, when the long-range Mariners or Cats prowl hundreds of miles at sea to return injured, sick or wounded fishermen. But there is a lot more with which they are charged: Enforcement of Customs and Navigation laws; supervision of anchorage of merchant vessels; enforcement of the oil pollution act and federal navigation laws; control of loading and shipment of explosives and other dangerous cargoes; close liaison with Harbor Department on local regulations and with the Army Engineers on matters involving menaces to navigation; liaison with the Navy; patrol of the harbor; rendering assistance to vessels in distress; keeping channels open to navigation; providing patrol for yacht races; establishing and maintaining aids to navigation.

The Bay and the Army

THE crescent-shaped body of water that is San Diego Harbor is so loaded with installations of military importance that there seems little reason to dispute those who say this would be a primary target in case of a third world war. One could interpret the word "primary" to mean the first—or among the first—targets to be attacked, and probably be correct. It was an enticing target during the recent unpleasantness with Japan—although the Japs could do nothing about it—and it remains so today. As such, it presents a problem for the U. S. Army which has the job of manning the shore defenses, a job which, in December, 1948, it was not prepared to do with anything like the strength or efficiency it showed during the war. No less an authority than Brig. Gen. George W. Fisher warned, on Dec. 7, 1948, that the anti-aircraft and other Army defenses of the area were in pitiful shape. The active Army forces were limited, to all intents and purposes, to an Army and Air Force Recruiting Station, and a caretaker unit plus a few civilian employees at Fort Rosecrans.

The Army's history in San Diego began, of course, with the Mexican War, and the military occupation that followed. Troops were stationed from 1846 to 1858 in the Old Mission, using that historic building for barracks. When William Heath Davis was trying to populate his new community, south of San Diego, in 1851, he gave land in the area of the present jail for Army barracks. The first building was of wood, two stories high, and, from 1852, when it was completed, until 1920, when it was torn down, troops were stationed there. In the mid-1800s, the installation acted as a quartermaster depot, and was the point of origination for pack trains which carried supplies from the waterfront to Yuma. One infantry company was maintained there, according to General R. H. Van Deman, USA (ret.). A year after this barracks was established, the military reservation on Point Loma was established by executive order, after General Henry W. Halleck reported the area provided the most favorable position on the harbor for defense works. Included in the area was all the outer tip of the Point, which had been excluded from the patent issued to the city for its pueblo lands. Under the treaty of Guadalupe Hidalgo, title to this land remained with the U. S.

The Army took possession on February 28, 1873, and work on heavier fortifications began in the summer of 1897. The barracks, officers' quarters, hospital and other installations were built in 1902 and 1903. In 1915, Camp Kearny was established, after Rep. William Kettner and other local civic leaders got Los Angeles, of all places, to

Industry

Ryan Aeronautical Company, one of San Diego's fast-growing plants. Excellent performance of the *Navion*, a Ryan plane, has brought organization international attention.

Architecture
San Diego's world-famous U. S. Grant Hotel.

put in a plug for San Diego. Some 50,000 men were trained there for World War I. In World War II; the Marines and Navy trained thousands, and the Navy based patrol and heavy bomber plane squadrons there. From 1920 until the late 1930s, Fort Rosecrans was pretty much in a caretaker status. Fortifications that had been installed previously were strengthened. During the last war, Coast Artillery and anti-aircraft artillery ringed the harbor and the various defense and military installations. Fort Rosecrans took on a more important role, with several batteries being manned for any contingency. Radar stations, operated by the Army, stretched from Point Loma to the Mexican Border. The Silver Strand became an armed camp, what with Fort Emory and the Navy's amphibious training program and base. Defense guns were set atop manufacturing plants, around them, and in Balboa Park. As the war went farther west, however, there was a gradual slackening, and with victory the troops, guns and camouflage which had hidden them were removed.

BY 1948, Fort Rosecrans had reverted once again to a caretaker status. In that year, San Diego newspapers carried photos of 16-inch Navy rifles, which had been installed earlier, being dismantled by a San Diego junk dealer. To the Army, too, must go credit for first recognizing the possibilities of North Island for training and for aviation. It established Rockwell Field there in 1912, and during World War I it became one of the nation's outstanding air fields. (See section on Aviation).

In 1917, North Island was divided, and half the area was turned over to the Navy for naval aviation activities; which was a mistake, apparently, because within 20 years the Navy had edged the Army off the island. The Army returned, temporarily, during the late war, when a fighter squadron, coastal anti-aircraft and other defense installations were set up there.

The Bay and Aviation

SAN Diego Harbor, usually thought of in connection with water progress, has been a leader, too, in many things concerned with aviation. It was on this bay that Glenn Curtiss, in 1911, developed the first seaplane, and made the fire seaplane flight in the world, a feat marked today by a brass plaque in front of the Administration Building on North Island, placed there by the Aviation Committee of the Chamber of Commerce. It was this harbor that provided the site where Curtiss proved to the Navy the feasibility of using airplanes as an adjunct of battleships, a development that is considered in Navy circles to have been the birth of Naval Aviation because it resulted in the first $25,000 appropriation for experimentation by that service. This came in 1911, also, about a year after Eugene Ely had conducted the first experiments in connection with battleships near Norfolk, Virginia, and a couple of weeks after Ely had landed and taken off from a platform built on the afterdeck of the U. S. S. Pennsylvania, anchored in San Francisco Harbor. During the months preceding the construction of the first seaplane, Curtiss was told by the Secretary of Navy:

"When you show me that it is feasible for an aeroplane to alight on the water alongside a battleship and be hoisted aboard without any false deck to receive it, I shall believe the aeroplane is of practical value to the Navy."

Curtiss took up the challenge. He had been experimenting with the hydroplane and during a test run on the bay early in 1911 it took to the air for the first seaplane flight. Thus, in February, Curtiss was sure he had reached the point where he could prove the value of the airplane to the Navy. He took off from the bay near North Island and flew out to the Pennsylvania. He lighted on the water near the battleship, and was hoisted aboard by the ship's crane. After a short stay aboard he reversed the procedure—flying from the water near the Pennsylvania to North Island. This was a pioneering machine—a plane with floats. The feat snapped the Navy from its apathy, and brought a $25,000 appropriation which resulted in the establishment later of the Bureau of Aeronautics. Not until the second World War, however, did the air arm reach its potential, when fast carriers replaced the battleship as the heart of a task force.

Flying boats, which are today a familiar sight on the harbor, were born there, also. This was in 1912, when Curtiss modified the hull of the hydroplane, and flew it for the first time on January 10 of that year. Many Army and Navy fliers who later rose high in military circles received their first flight training at the school established by Curtiss on North Island. As they established record after record, San Diego's reputation as an aviation center grew rapidly, and it became known as "The Cradle of American Aviation." These early record-making activities also are responsible, in great part, for the establishment or transfer to San Diego of the huge aircraft factories which make up a great part of the city's industry. The early experiments and records attracted the attention of the manufacturers to the advantages of the area.

Among the famous firsts of aviation, of particular interest in connection with the harbor, were:

First aerial photos made by Col. H. A. Erickson, 1911.

First flight to circle the world started and ended at Rockwell Field, 1924. Flight made by Army Air Corps.

First Army Air Corps squadron organized in 1914.

First use of planes to locate schools of fish was made in 1914. This system

is growing in favor with present-day tuna skippers, several of whom have their own light scouting planes.

IN all, San Diego was the scene of at least 50 records of various types—distance, speed, altitude, etc. During the war with Japan, the Naval Air Station, which had boomed during the days of the defense act, rose to become the largest in the world, and it was in this area that Navy squadrons completed their training programs before shoving off for combat. The Naval Air Station and San Diego are listed as the home port for most of the aircraft carriers in the Pacific Fleet. Today, jet planes have replaced the early cumbersome, slow craft, and the Navy, although reluctant to release any details of its work, is continuing its experiments to improve the efficiency of its squadrons and men. Lindbergh Field, built from filled land and named for the flier who started his U. S.-Paris flight from San Diego, in a San Diego-built plane, is still part of the Harbor, although recommendations have been made that an airport commission should take over administration of all city airports. The Field, one of three in the nation to be so near the downtown business area, also is one of the few in the country with runways heavy enough to handle the biggest planes in the world. Coast Guard aviation activity is based on the harbor, too, and from the Coast Guard Air Station search and rescue flights take off frequently. Men of the San Diego tuna fleet know the great work done by this organization at first hand, for many of them have been flown here for emergency treatment after accidents, sickness or sudden illness. The Coast Guard's primary aerial mission is search and rescue activity. During the war, it was a part of the Navy, but since that time has been returned again to the jurisdiction of the Treasury Department.

The Bay and the Railroads

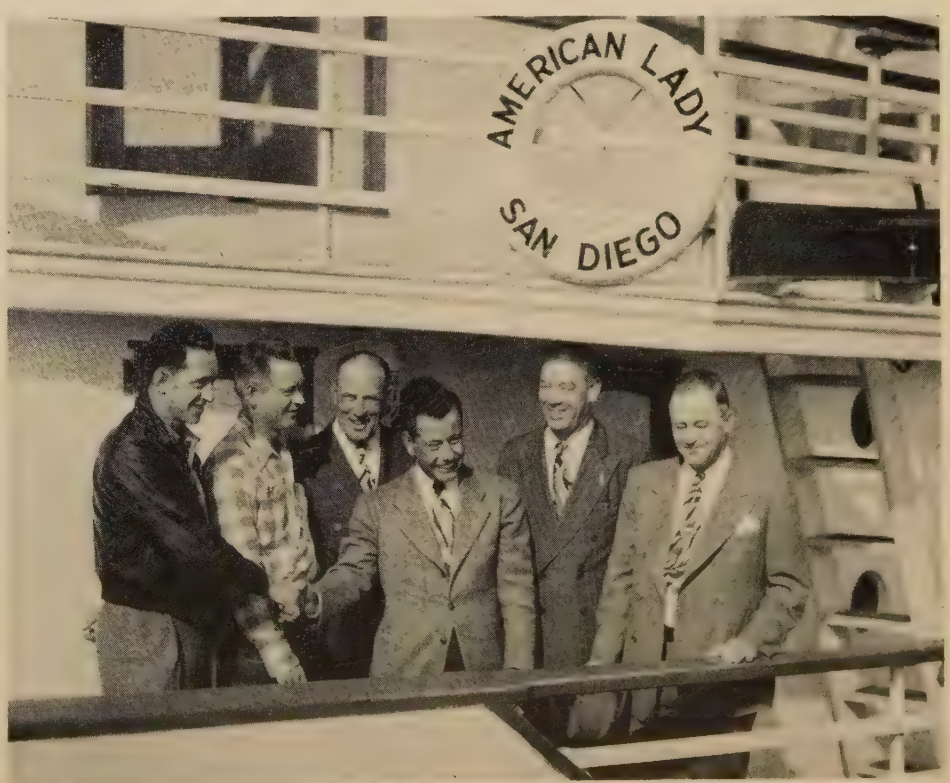
NO harbor can grow commercially and become a major economic factor unless it has railheads which link the tidelands with the tradelands. This was recognized early in San Diego by those who had visions that the port could become the major gateway to the Orient for water borne traffic. It is recognized today by those who advocate acquisition of another rail line into San Diego, a project which, at present writing, is far from realization, and which may well depend on an increase in the port's commercial traffic. In other words, when major shipping lines make San Diego a regular port of call, and when this water-borne commerce has grown beyond the ability of present rail facilities to handle it, then a third line may come in because, at that time, it will be clear that it can make money. And, as a sidelight, this competition probably will bring a drop in freight rates. It is a matter of record, comparing today's population with that of the latter half of he past century, that the harbor played a much more important economic role in those years than it does now. Through the harbor, until 1885. came most of the merchandise needed by San Diego. From the harbor went the products of local residents—the whale oil, hides, wheat, fruit, fur and even horned toads.

But, like Los Angeles, those early-day civic leaders knew that they needed rail lines to bring development of the harbor from a mud flat to a major commercial port. The rail facilities here have never come up to hopes, as will be shown. The first attempe to get a railroad started, as a point of fact, in 1854, when the San Diego and Gila, Southern Pacific and Atlantic Railroad Company was organized to build a line east to Yuma, where it would join any line that might be built there from the East. Enthusiasm was high, however, in the end, the project was stopped by the Civil war. In 1867, the Memphis and El Paso Railroad started surveys on the 32d parallel, and, the following year, the old S. D. and Gila company was resurrected. Col. Wm. Jeff Gatewood, the president, went to Memphis to confer with the officials of that line, made contracts, returned to San Diego and said the station would go just a half mile from the new wharf that Alonzo Horton had built at the foot of Fifth Street. This plan collapsed, too, when Congress refused a government grant because of the post-Civil War financial conditions. Then came the plan of the Texas and Pacific to build to the local waterfront, which looked and listened good, but which fell flat when the panic of 1873 and 1874 put an end to Tom Scott's money raising plans in Paris.

Some two years later, in 1876, a bill passed Congress for construction of a railroad, presumably the Texas and Pacific, on the 32d parallel, with San Diego as the terminus. But the name of the road was changed in the bill to the Southern Pacific, which was the successor of the T and P, and San Francisco was made the terminus. San Diego lost again. In that era, the Southern Pacific was playing off one town against another, asking and receiving "inducements" of cash, land and rights of way to build into any city. And so it came about, after a bitter fight, that the people of Los Angeles voted to accede to the S.P.'s demands for several hundred thousands of dollars, land, et cetera, and the S.P. went into Los Angeles. A bitter fight raged in Washington over the route of the line from the east, but San Diego's representative was

Executives

Commercial fishing's (from left) William Gillis, Jr., Wade Ambrose, Doug Kelly, Ralph Madruga, George Wallace, Charles Landers.



Pioneer Fisherman
Mathew M. Monise

able to do nothing when, due to the efforts of Los Angeles, the San Gorgonio route was selected by the S. P. and San Diego was left once again way out at the end of nowhere. Credit for the first successful attempt to get a rail connection to this southwest corner of the nation goes to Frank Kimball, co-founder of National City. He had long been convinced that the area would never be developed until a railroad provided easy transportation to and from the east. He began his work with railroad representatives in 1869, only to see his plans delayed and dropped. But he decided, in 1878, that the Santa Fe was the most likely prospect to make this its west coast terminus, and he went to Boston to confer with the officials of that line.

HIS arguments were good, his inducements of large land and tideland holdings even better. The Santa Fe agreed to build. But, in December, 1879, the Santa Fe's policy was changed. It joined with the Atlantic and Pacific Railroad in obtaining Federal land subsidies, crossed the Colorado River at Needles, and made San Francisco its western terminus. Kimball was glum, but not beaten, although the city of San Diego was plunged once again into gloom. Kimball burnished up his arguments and increased his inducements, and the Santa Fe again said it would make National City the west coast terminus of its rail line. A new line called the California Southern was chartered in 1880 to build from National City to San Bernardino, where it would be extended later to connect with the A & P 80 miles east of San Bernardino. The first rail was laid in June the following year, amid substantial rejoicing. The line was open to Colton by August, 1882. and to San Bernardino about a year later. Meantime, any hope of connecting with the Atlantic and Pacific had been dashed by the Southern Pacific, which succeeded in keeping that road out of California. The winter of 1883 and 1884 seemed to be in the employ of those who did not want to see a railroad come to San Diego, because floods washed out 30 miles of the California Southern's tracks in Temecula Canyon, north and east of Oceanside, and the San Diego area was without railroad service for nine months.

To meet this crisis, the California Southern made a deal whereby the Santa Fe would replace the washed out tracks, but the line was sent up along the coast, swinging inland at San Juan Capistrano, as at present. This line was completed in 1885, and San Diego finally had rail service to the east. By that time, the Santa Fe had made an entrance into Los Angeles from Colton, so these two cities were linked by rail for the first time. A hullabaloo of No. 1 dimensions came about when this link finally was operating successfully, and civic leaders saw great possibilities for the city and the harbor. The Santa Fe, in putting its shops at National City, had agreed to build several brick buildings, install more than 50 rail spurs in the tidelands area near National City, and make it a main operation point. National City, meanwhile, was thriving more than San Diego, and later became the center of a web of rail lines that went into all the towns in the area. At one time, at least 140 trains arrived or departed each day. Direct through train service to and from the east started in November, 1885, and everybody thought the rail problem had been solved. These beliefs were cancelled in 1889 when the Santa Fe moved all its shops and most of its working personnel to San Bernardino. The general office was taken to Los Angeles. This was a blow which, for many years, was criticized bitterly by civic leaders and public officials of the entire harbor area, who believed the Santa Fe had failed to keep faith.

WILLIAM E. Smythe says of this action by the railroad: "The utter bad faith of the Santa Fe as a corporation—not necessarily the bad faith of individuals, for individuals die, resign or fall from power—was gradually demonstrated to the satisfaction of those of even the dullest understanding. First, the dream of steamships and Oriental commerce faded away. No steamships were provided and, in later years, when commerce came across the ocean to the city's gates, the Santa Fe Railroad drove it away by prohibitive rates. Next, the 'grand terminal' for which much material had actually been assembled, melted away into thin air, and it became apparent that no such terminal was intended to be established on the Bay of San Diego. And last, the shops and offices were removed to San Bernardino and Los Angeles. This last stroke was not inflicted brazenly, but with a show of good intentions which softened the blow, yet made no difference in the result." In the years since then, rail passenger and freight rates have been modified, but there still remains a "premium" rate on freight shipped to San Diego as against Los Angeles, and this has kept factories from the city and

Modern Clipper

The *Coronado*, an Arthur De Fever creation. De Fever is a Long Beach Naval architect, has contributed many new designs to San Diego fishing fleet.

Tycoon

M. O. Medina, early-day pioneer in San Diego tuna fishing industry, is generally credited with having "fathered" long-range clippers.

without doubt is one factor which has handicapped commercial development of the port.

The first direct line connected with the east—direct east from San Diego, that is—came with completion of the San Diego and Arizona Eastern Railroad in 1919. The road, built by John D. Spreckels, was organized in 1906, and construction started in 1908. It was the only railroad under construction in World War I which was allowed to continue laying track, because it was considered a national necessity. These two lines did yeoman service during the last war, hauling military supplies, material and personnel for transfer to Victory ships and Navy vessels that hauled them to the war zones. Total value of these cargoes probably will never be known definitely, but that they ran into millions and established new port records cannot be doubted.

PORTS, like nations, live through eras, and it is no exaggeration to say that the port of San Diego has just closed one era and opened another. The era closed was that personified by Joe Brennan, who stepped down from the office of Port Director in 1948. That was the era of preliminary development; of developing facilities within the Harbor to serve the shippers and merchants, the yachtsmen and sports fishers, the Navy, the tuna fleet, and the millions who live back from the Coast and provide a large market which can be served through the Harbor.

The New Era is a dual one: that of salesmanship, *and* building. In the latter case it means building decks for the handling of cargo with the exception, of course, of bulk cargo. John Bate, the hard-driving engineer who succeeded Brennan, personifies this current era. Bate is aware of the fact that salesmanship and building must go hand-in-hand to properly develop the Port to its utmost capacity. There is, in some cases, a woeful under-use of the facilities. For that reason, then, the Port must be merchandised much as the fruit growers merchandise oranges and lemons, or as the National Meat Institute sells the idea of eating good red meat. It's a job that calls for astute planning and long-range program. This is no problem that will be solved overnight by someone with a hunch. It's a puzzle that needs long study, careful research, exceptional public relations, sharp-hitting publicity and advertising, and widespread education, both in and out of San Diego.

This new emphasis on salesmanship, however, has not eliminated the program for continuing physical betterment and construction of the harbor, as witness the current allocation of $800,000 for new projects (listed later in this article), and a reserve fund of $1,300,000 which is being held to build such additional port facilities as are required by the growth of trade. The Department is paying particular attention to bulk loading equipment and storage facilities, such things as refrigerated warehousing, regular warehousing, space for stowage of large tonnage cargoes and bulk shipments. These will be available as trade increases and the need for them, on at least a self-supporting basis, is apparent. It seems odd that San Diego must be included in the educational program, but the fact is that much of the city does not realize the economic importance and potential greatness of its port. The attitude of much of San Diego is in sharp contrast to that of those men who built the Port of Los Angeles into the greatest harbor on the West Coast.

There, the community overcame great physical and financial handicaps to develop a port with facilities second to none. In San Diego, the community is far from agreed on the path to follow. It's the old disagreement between the so-called Geranium Growers and the so-called Smoke Stackers. Between those who would return to pre-war days and have San Diego populated by the wealthy retired and those who serve

Skipper

Joe Marques of the *Normandy*.

them, and a second group which looks at population studies and is convinced the city is bound to become one of the great metropolitan centers of the nation. This group says that more and more people will come to San Diego whether the city wants them or not, and insists that San Diego must have industry to support these newcomers or face an overwhelming relief problem. This group believes in and supports the moves to build port traffic.

The Geranium Growers look at Los Angeles and say: "But industry means smog, and that will spoil San Diego!" To which the second group replies: "Smog can be prevented. The City Council should pass an ordinance, immediately, setting up resrictions to control smog. That will protect the city against the eye-stinging, throat-choking blanket that covers our neighbor to the north." That should be one part of the Port Development program. But only a part, for there are many other things the port needs if it is to fulfill its destiny. It needs more railroads. The great cities of the nation—New York, New Orleans, San Francisco, Los Angeles, Boston, Chicago—are cities where railheads meet pierheads. It needs import-export brokers, those men of foreign trade who are the "heartbeat" of foreign, water-borne commerce. It needs financial institutions which will work with these brokers. Acquisition of these facilities would enable the city to compete on a more even basis with Los Angeles and San Francisco. It needs improved highways to the Inland Empire, Central California and Arizona. It needs cargoes, in tonnages heavy enough to make San Diego a port of call for every vessel headed to or from the Orient, the East Coast or South American ports. And it needs, more than any other one thing at this time, complete support of the people of San Diego. These are large orders, and it will take large men to get them. It will take men who can pound tables when they need to be pounded, men who can talk softly when that is needed. That is what the Harbor Department is developing.

At the head is John Bate, whose crisp, sometimes unruly, steel-gray thatch gives the tip-off to his character. Bate, an engineer who is completing his law studies, has the mental guts to threaten mayhem for anyone who suggests anything the least bit shady and the physical guts and ability to carry the threat into concrete action should be occasion demand it. Around him, in the few months he has been Port Director, Bate has begun to assemble a crew of enthusiasts, all sold on the potential greatness of the harbor and all anxious to work longer hours for less pay than they could get in private industry. With the approval of the Harbor Commission, he has established a two-facet basic policy within which further port development will be made. Primary in that policy is his insistence upon pay-as-you-go progress, always popular with taxpayers but of vastly more importance today, as far as the harbor is concerned, because, during 1948, the Department was cut off from city tax funds. This means that the harbor, from now on, must fish or cut bait, must make every project pay for itself or confess it is a luxury operation.

SECOND in the basic policy is Bates' edict that port facilities, of every kind and nature, be ready when they are needed, with the stipulation hinted at above, that the facilities, when installed, must not only pay for themselves but increase the tonnage moved through the harbor. Within these boundaries there are plans of various duration. There is the so-called Ten Year Plan, part of which is still on the drafting boards. There is a longer—say a Twenty or Thirty or Fifty Year Plan which encompasses such things as wooing of industry, additional rail facilities and broadened public relations to take San Diego out of the "Tourist City" classification. And there is, of more immediate concern, a One-Year Plan. This is for the year 1949, and is actually a start on the more comprehensive programs. It includes the following:

1. Reclaiming of about 48 acres of tidelands along the bayshore from the foot of Eighth Avenue to Sigsbee Street. These tidelands will be filled with spoil obtained from dredging the channel next to the bulkhead line. This is planned as an industrial area, a site for new, light industry and is greatly needed to provide waterfront facilities for that type of factory.

2. Extension of the 28th Street Pier to the pierhead line, to improve facilities for handling lumber, bulk and similar cargoes. This will eliminate the protests which well up periodically over use of the Embarcadero in front of the ivic Center as a lumber storage area.

3. Improved protection for the tuna fleet by construction of a 1260-foot breakwater from the Coast Guard Air Station to the foot of Grape Street. This is expected to provide sheltered moor-

Pioneer

Earl Neilsen, perfectionist, detailist, credited with working out many of present-day canning methods. Saw early-day sardine industry in Monterey.

ing area for at least 70 per cent of the tuna fleet, which was rsponsible, in 1948, for providing the tuna that went into the city's record-breaking $65,000,000 pack. Wind velocities of more than 50 miles an hour, which accompanied the low-temperature, stormy period of early 1949, emphasized in no uncertain way the need for immediate construction of quiet-water facilities for the port's tuna fleet, and this project has a top-priority rating on the Department's program.)

4. Dredging the channel to the approaches of the proposed 10th Avenue industrial pier to a minimum depth of 30 feet, the soil to be used in filling an area on the east side of the mole. Present plans also call for construction of a concrete apron and facilities sufficient to handle one or two steamers. Earlier plans for a 1000-foot pier with complete warehouse facilities will be held in abeyance until actually needed and will pay for themselves. In the meantime, more efficient use will be made of already-installed piers, warehouses and docks.

There are two or three places where the over-all program can bog down, and the method by which these problems are handled will determine, in large part, the success of the whole plan. Consider, if you will, the problem of transportation from San Diego inland. The Maritime Commission is pessimistic on this point, declaring: "The hinterland comprising Southern California, Arizona and parts of Utah, Colorado and New Mexico and Northern Mexico has been greatly curtailed by competition offered by other California ports, chief among which are Los Angeles and Long Beach, and by the fact that with the exception of the connection afforded by the San Diego and Arizona Eastern Railway with the main line of the Southern Pacific at El Centro, no direct main line transcontinental service or direct service between points in the region outlined is available. All rail traffic moving between San Diego and other than local territory that is not handled by the San Diego and Arizona Railway must necessarily pass through Los Angeles or vicinity (San Bernardino connection of the Santa Fe) before moving down the coast to San Diego. Thus, traffic from the remote hinterland areas tends to funnel into Los Angeles and Long Beach.

"Motor truck transportation and the existance of paved highways has permitted San Diego to participate to some extent in trade with points in this hinterland but here again ports to the north draw traffic from points definitely within the range of San Diego due to San Diego's mountaineous back country and easier grades to the more northern ports." The Commission goes on to say that rail service tends to favor Los Angeles and Long Beach, and adds: "Hence territory that normally would contribute to the port traffic has been usurped by ports that can offer not only better rail service, but also such other port services as regularly scheduled ship line operations, warehousing and other transfer facilities."

The Commission summarizes:

"San Diego's hinterland coincides largely with that of Los Angeles and Long Beach, but the territory actually served has been confined to the local area, or San Diego County and parts of Imperial and Riverside Counties and the northern sector of Lower California (Mexico). Port traffic for the most part either originates in or is destined to this local territory. Rail and motor freight rates also tend to limit the territory which can be advantageously served by the Port of San Diego. The proximity of Los Angeles and Long Beach and the superior rail, steamship and other services which they enjoy has made it possible for these ports to attract nearly all traffic originating in or destined to competitive territory and even to participate to an appreciable extent in traffic moving to and from the area immediately contiguous to the port of San Diego."

This report points up two things—the transportation problem and the fact that much of the traffic moving in and out of the immediate San Diego area goes through Los Angeles-Long Beach. To meet that latter problem, there seems a need for the local educational program mentioned previously. To meet the transportation problem, some things have been accomplished, others are on the way and still others will come as part of the long-range program. Among the things already done is the planning for a freeway from San Diego to the Riverside-San Bernardino-Central California area. This is being done to improve, to freeway standards, of Highway 395, part of which is already constructed. When completed, this highway will enable shippers and receivers of waterborne freight to save as much as five days by routing shipments through the port of San Diego. Grades will be moderate, and actual running time from the northern areas will be less than by going through traffic-congested Los Angeles. This undoubtedly will mean more traffic for San Diego and, with business becoming more competitive, it is not out of reason to believe San Diego will be able to extend its service area to Los Angeles' very doorstep because of the time saving. Cargo unloaded in

Broker

Cecil Drake, Drake and Bullen, San Diego. Latest ship: *Viking*, a Peterson Boatbuilding, Tacoma, Washington, creation.

San Diego even now can be delivered to eastern outskirts of Los Angeles hours, and sometimes days, faster than it can by being routed through L. A. As for the area to the east, improvement of U. S. 80 is in the cards, and there is still talk of a new low-level rail or highway route.

THERE likewise is little doubt that a third and perhaps a fourth rail line would eliminate the present premium freight rate of the Santa Fe, which has proven a terrific handicap in plans to bring light or large industry into San Diego, and to programs for increasing the port's outgoing traffic. Easing of the premium freight rate would bring more oceanfront activity because it would put San Diego on a par with Los Angeles. But there is a great deal of difference between saying more rail lines would benefit San Diego, and actually getting them. Railroads are cagy about spending money unless they're sure of a profitable return. The days of Federal land grants are over, so they must be shown how it would profit them to extend their railheads to San Diego's tidelands. This, of course, is a job calling for careful study and analysis and again requires the complete co-operation of all of San Diego if it is to succeed. The Chamber of Commerce has taken the lead publicly in this part of the program, and as late as the winter of 1948 Ewart Goodwin, then president of the Chamber, outlined the need for additional rail facilities.

It needs only a glance at a railroad map to determine what lines could be added to the present ones. There are two—the Union Pacific and the Southern Pacific, which at present operates the SD&AE, but which has no main line into the city. This part of the program is surrounded with ifs—if the residents of San Diego become sold on the need. and if the railroads can be convinced of the potentialities, and if . . . and if and if . . . The best argument, of course, for wholehearted co-operation on the part of San Diegans lies in the economic value of the port to the city. Every ship that comes into San Diego harbor is worth, according to the Harbor Department, a minimum of $7000 in new money. This comes from payrolls, purchase of supplies, rentals, etc. One ex-

ample, publicized in 1948, points up this phase. A Chilean vessel that visited the port paid off its crew. One crew member dropped into a downtown hosiery shop, and before leaving bought $150 worth of hosiery to take home. He spread the word among his friends, and they, in turn, visited the shop. Before the ship left the store had sold more than $2200 worth of hosiery to the crew. This was in just one store. During the same time, San Diegans saw these sailors on Broadway, their arms loaded with packages from local stores . . clothing, souvenirs, cameras, radios. That $7000 estimate was reached quickly.

Projecting this figure, 100 vessels visiting the port each year would mean $700,000 added to the money in circulation. That in itself is no mean prize, but it would be peanuts compared with the sum that is possible when the port and all its facilities are used 100 per cent. That potential runs into millions of dollars annually. Reason enough for the broad plans which the Harbor Department has evolved, and more than reason enough for the enthusiastic, wholehearted co-operation of every resident of San Diego. They're the ones who will benefit. And they're the ones who, in the final analysis, will determine whether San Diego will grow up to its harbor.

IF whaling can be considered, from any standpoint of the imagination, as "fishing," then it was this enterprise that launched San Diego harbor's fabulous present day tuna industry. Time was when whales were so thick in the harbor entrance that trips to North Island for water had to be postponed, sometimes for hours, until the school had left the area. But that was many years ago, at the time when the whaling industry had become one of San Diego's main sources of income, and when oil extraction and coopering were carried on at Ballast Point, in the same general area where the hide droghers and hide houses were located. The whales still slip up and down the coast, but it has been a long time since any of them were reported inside the harbor, now far more crowded with ships than when the whales came in. Today, there are many residents of San Diego who have never seen a whale blow, a situation far different from that of the mid-1880's, when hundreds of San Diegans took picnic lunches to Point Loma and watched the great schools of whales spouting near the kelp beds, and saw the whalers give chase.

The main activity centering around whales today, as far as San Diego is concerned, is the research conducted by the Scripps Institution of Oceanography. Dr. Carl Hubbs of that organization counted some 500 whales during the winter season of 1947-48, heading south for their breeding waters in Santa Ignazio and Scammons Lagoons. The studies of the Institution show that whales, particularly the gray whale, is common again in these waters, and has made a great comeback in the past few years. There undoubtedly will be more of them as the years go on, for the gray whale is protected now by the International Whaling agreement, by which all nations except Japan agreed, in 1937, not to take this species. Since the war, even the Japs have been leaving them alone. San Diego's whaling industry reached its peak in 1871, and 1872, when some 55,000 gallons of whale oil were produced. Actually, the business had been known here long before that time, and, there are records that whale oil was coopered here as early as 1830, nearly half a century after the first reports that Yankee whalers were in Pacific waters.

Nine whaling vessels were in the Pacific in 1825, and it may well be that they stopped in San Diego before beginning their operations. Many of them were equipped to extract the oil aboard ship, which may be one reason there is no date you can put your finger on and say: "The first whaling station here was established on . . ." and then give a month, and day, and year. As the number of ships that called here increased, the whales more and more began to avoid the harbor. But, even so, the whalers had only to go outside the entrance a comparatively short distance to use their harpoons and bomb guns. Between 1840 and 1850, hunting of sea otters and whales were favorite pursuits, and before the Gold Rush increased the number of ships, the harbor was the favorite maternity ward of the female whales. It was during those periods that a whaler could almost walk across the harbor and not get his feet wet, for it seemed at times that he could skip from shore to shore on the backs of the whales. Reason for the trips to North Island was the spring of fresh water on the corner near Ballast Point. The spring, first reported in Vizcaino's diary, was a favorite watering place for whalers because it eliminated the long haul to the San Diego River. When the females slipped into the harbor to calve, their mates remained outside, close to the kelp beds, waiting for mamma and offspring to return. And it was there, among the waiting males, that the Ballast Point whalers made their greatest number of captures. Their custom was to go out in small boats, and when a whale was found within range, shoot it in a vital spot with a bomb gun, which was preferred to a harpoon.

Executive

Harold F. Cary, General Manager, American Tunaboat Association, San Diego.

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Executive

Les Balinger, Secretary-Treasurer, Fishermen's Union, A.F.L., San Diego.

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Inventor

Guy Silva. Latest job: Electric tuna rod.

Executive

Manuel Rosa, President, American Tunaboat Association, San Diego.

THE bull, after the kill, would sink to the bottom, and rise to the surface a day or so later. Then the body would be hauled to the trying station on Ballast Point, where the whale would be cut into great chunks which were tossed into one of the two 150-gallon iron pots set over the fire. As the blubber browned, men with big strainers hauled out the pieces, which were pressed to extract the oil. And the oil then was poured into casks or containers for cooling and storage before being barreled for shipment east. The rest of the whale was used for fuel, and that was where the unhappy part of this business came in, for it had a terrific stench.

Before it passed from the local picture the whaling business had grown to the place where it was providing work for between 50 and 60 men, and returning profits for two firms. One of these was established by Captain Miles A. Johnson and his cousins, James A. and Henry Johnson. Their works was about where Ballast Point makes the turn to the north. A bit closer to the end of the Point was the plant of Alpheus and Prince Packard. All of these men were New Bedford whalers, and they brought crews here each year from the New England port.

The whaling business, in the 1860s, had a small part in the founding of the Portuguese colony in San Diego. That was when Joseph Medeiros and his friend, Manuel Madruga, came here and went to work as whalers. They were in the first of the colony which today provides a great part of the local fishing fleet. In 1870, the Federal Government stepped into the picture, told the Johnsons and Packards to move their gear off the Point, that it was a military reservation and, as such, was reserved wholly for military operations. The decision was appealed, and in December of that year the Government allowed them to resume operations until such time as the Point actually was required for military operations. During the 1870's, production hit its peak and then began to decline, and, by 1886, was down to 300 barrels. It dropped from that in the following years to the point where it became unprofitable and the two firms went out of business.

But the action had touched off an industry. Fishing, as a matter of fact, was good in the San Diego area in the 1890's. In 1895 the Chamber of Commerce reported that four firms were engaged in the business. Value of the 1893-94 industry was put at $106,010, the bulk of which involved production of salted fish, which was being sold in San Francisco as early as of, say, 1850-60. It was not until 1909, of course, more than five years after Alfred P. Halfhill of the Los Angeles area had begun his experiments with tuna, that the canning phase of the business got started. First of its kind was a small cannery which was run up at La Playa by A. J. Steele and Edward Hume, and the first fish. canned in October of 1909, was the small sardine. The plant is not known to have canned any other variety of fish. The sardines, put up in olive oil, French style, were ensnared at night from the San Diego Bay, and gill nets were the means by which they were caught. Anything over 300 hundred pounds of sardines was hailed as a fine catch. as each fish had to be extracted from the net webs by hand. The growth of the sardine industry alone is emphasized here by the fact that, were it not for current limits imposed upon the catch of this fish, it would be a simple thing for a sizable percentage of the fishing fleet to bring in from 75 to 100 tons in a single catch in this year, 1949.

THE Steele-Hume cannery was not too successful, apparently. Canning methods employed were bound to have been pioneer-style, and possibly the one element that kept the firm in business was the canning knowledge of a man named McMann, who functioned as process man, as well as Plant Superintendent. He had come to San Diego from the San Pedro area, to take a job with the area's first sardine canning firm, and had formerly worked for the California Fish Company in San Pedro. A native of Maine, he seems to have been more than a little responsible for the fact that, with the existing market insufficient to take care of any plant of its kind, the Stele-Hume firm still managed to stay afloat until A. J. Steele could sell out his interest, and Hume could interest more partners in the business. Steele's son eventually became connected with the tuna packing business, however, Hume continued to operate for nearly four years before the company was forced to fold. The tuna-packing department of San Diego's commercial fishing industry actually got started in 1911, when Paul Eachus of San Pedro was able to sell the idea to Louis J. Rice, an American National Bank cashier. Rice started the Pacific Tuna Canning Company, set up shop at the foot of F Street, employed Edward Merritt as Plant Superintendent and Manager, and got rolling only to have the cannery burn down. This was in 1912, however, during 1913 the plant was rebuilt at the foot of 26th Street, and, during this time, George Sturgis of Coronado bought a piece of the organization. A. J. Cohn later took over Sturgis' interest,

and remained a top-flight factor in San Diego's tuna industry until 1935.

A. J. Steele decided, in 1912, to get into the swim again, and, in company with R. D. Steele, originated the Premier Packing Company. Paul Steele, son of A. J., came into the firm about this time, a cannery was run up at the foot of Crosby Street, and under this management the Company operated until November 18, 1918, when it was taken over by a group of men headed by the hard-driving Wiley V. Ambrose, whose son, Wade, currently is head of the nationally-known Westgate Sea Products Company of San Diego. Other promoters of the enterprise were W. H. Holliday, President, Merchants Bank at Los Angeles; Will Keller, President, Globe Grain and Milling Company; C. E. Van Landingham of Los Angeles, and R. D. Steele, who decided to remain with the firm.

Big guns of the Pacific Tuna Canning Company and the Premier Packing Company determined, in 1919, to merge their firms with San Pedro Packing Company of San Pedro. The International Packing Corporation, as the result, was formed. Bismarck Houssells of Long Beach went in as President of the newly-formed enterprise, and A. J. Cohn and Wiley Ambrose took charge of the San Diego interests. Head offices were located in Los Angeles; R. D. Steele acted as Secretary, and the organization operated until 1923, when it was consolidated with Van Camp Sea Food Company. During this period also, Paul H. and Harry H. Steele, in company with their father, started the Steele Packing Company, and built a substantial plant at the foot of Juniper Street. Operations continued until 1922, four years following A. J. Steele's death. But the business, which involved the canning of fruits and vegetables, as well as fish, was no great money-maker, and it finally was disorganized and closed down. Chicago interests moved into the picture in 1914. These men organized a cannery called the Lower California Fisheries Company, named John Buerkle manager, and constructed a plant at the foot of 22nd Street, and the tuna packing industry, which today has its heart and core in San Diego, began to gather impetus. In 1915 a man named Wheeler and his partner, Ralph Chase, put into operation a plant called Wheeler-Chase Company, with its location at the foot of 26th Street. This plant was the forerunner of the high-octane Sun Harbor Company, and, at the time, was known as the Sun Harbor Packing Corporation, now headed by Jack Crivello. Several changes took place, however, before the firm name reverted back to its present status. The Wheeler-Chase name first was changed to Sun Harbor in 1920. But, in that same year, the Normandy Sea Food Company bought the plant. It failed very shortly, and was taken over by A. J. Cohn in 1924. Cohn, in company with Roscoe Hopkins, ran the works as the Cohn-Hopkins Company. It was in 1936 that the name was changed to its original label: Sun Harbor Packing Corporation, and, during this time also, others began to come into the fish canning field. The Neptune Sea Food Company was organized in 1915, by Newton Sprague and his partner A. R. Risser, and the firm, following erection of a plant at the foot of Hawthorne Street, did business for many years, but closed its doors about 1926. Then came a series of promotions that virtually catapaulted the tuna business into the first stages of the importance it represents to world economy today.

Executive

Louis Strada, Vice-President, General Manager, Peoples Packing Company.

In 1917, a sardine cannery executive from Monterey, Knut Hovden, built at Roseville a plant for the canning of tuna and sardines. For his manager, he chose Earl Neilsen, who not only was a perfectionist, so far as process and canning methods were concerned, but who turned out to be a singularly astute business man as well. Neilsen operated the plant until 1933 under the Hovden administration, changed its name to Point Loma Tuna Canners Incorporated after he acquired the plant on that date, allied himself with Manuel O. Medina, and gradually built up what today is

Executive

Maurice Bernardini. His cannery, Peoples Packing Company, is example of modern streamlining.

he platinum High Seas Packing Com-
any. In 1919, Musher and Company
f New York, built a canning plant at
he foot of Juniper Street, and put in,
s manager, John Buerkle. The com-
any failed in 1922, and was taken
ver by James Madison of Monterey,
who later sold it to the California Pack-
ng Corporation. The concern today is
ne of the most widely-respected and
uccessful of the entire San Diego tuna
ndustry.

In 1918, the Arrow Packing Com-
any was formed by a trio of San Pedro
anners. They were Sam Hornstein, W.
. Turck and N. J. Kuglis, and a can-
ery was built at the foot of Laurel
treet. The firm was disposed of in
920, to A. B. Jaconi, and, in 1921,
Viley Ambrose, who, meanwhile, had
roken his connections with the Inter-
ational Packing Company, formed the
resent day Westgate Sea Products Com-
any, by buying Jaconi's organization.
hus the opening drive in what was
estined to become one of the greatest
f Californian industries got underway.
hat development, as a matter of fact,
ontained some elements that were as
olorful as the establishment of the
tate's gold-mining enterprises, which
egan in 1849.

WHEN tuna packing first became a part of the fish canning business, he food was looked upon with the next hing to disdain. This was in San Pedro, n 1908, and grew out of the well-known sales drives of Alfred P. Half-ill of Cal Fish Company. For some ime the industry had been interested n the canning of tuna, but the public ad heard little of its worth as a food, nd hence was cold to the idea. A price war, which occurred in 1915, aided Halfhill in his efforts, and, abetted by Gilbert Van Camp's smashing advertis-ng campaigns, the fish began to gain some public acceptance. White meat una, in the ensuing two years, sold for a singularly low price, and housewives the nation over jumped on the band-wagon. With that start, however, pack-ers had little trouble in boosting their output, especially when other varieties of the fish, such as skipjack, bluefin, and yellowfin were discovered. With no other variety of tuna, other than alba-core, having been packed prior to 1916, canners found these former species a welcome addition to their production and in 1921, when boats began probing the waters farther South to bring in huge catches of yellowfin, the industry grew by leaps and bounds. The steady increase in the building of larger boats, of course, was an integral part of the increased production, and the partici-pation, in the interests of San Diego canners and packers, of some great sea-

Fishermen

Anthony D., and Edward X. Madruga. Former was President, American Tunaboat Assn., Circa 1948. Latter is one of most successful of new-crop commercial fishermen.

men and fishermen, did much to shove this City into the position of "Tuna Capitol of the World." At the outset, tuna was caught by tiny boats, which chugged out to sea daily, and a one-ton catch was looked upon as a whale of a take for a day's work. Today, barely 25 years from that time, a number of boats are able to bring in upwards of 350 tons of fish. There are six canneries operating in the area at present. They are Sun Harbor, Westgate, High Seas, People Packing Corporation, Van Camp's, and S. D. Packing Co. From a few thousand cases packed in 1911, the volume grew to 2,500,000 in 1935, and, in 1948, the local output reached the staggering total of more than 6,000,000 cases, which was split up among the six for an all-time record.

LOCAL 569, International Brotherhood of Electrical Workers, saw the light of day more than 25 years ago in the San Diego area, and since has become one of the most important factors in the local fishing picture. The union's members have made installations of electrical equipment on practically every tuna fishing boat built in the area, and has labor agreements with shipyards such as Martinolich Shipyard, Campbell Machine Company, Ets-Hokin and Galvin, Lynch Shipyard, Harbor Boat and Yacht Company, Marine Electric Company, Pacific Electronics, National Steel and Shipbuilding, San Diego Marine Constructors, and California Electric Works, Marine Division. Union members specialize in wiring boats for electric lights, signals, motors and generators, as well as transmitter and radio receiver sets, Radar and Sonar equipment. During the war the union had more than 300 members, however, since V-J Day, this force had been reduced. M. L. Ratcliff is Business Manager and Financial Secretary for the organization. Headquarters are located at 227 E Street.

•

Fibreboard Products Company, Incorporated, with 16 plants on the Pacific Coast, is the major supplier of corrugated and solid fibre shipping cases to the fish canning industry in the Pacific Coast area. Started November 1, 1927, through a merger with two other manufacturers established many years ago, the company currently is planning an $18,000,000 addition to be in production early next year. The firm maintains offices in the Spreckels Building and is the only fish case manufacturer with local offices. Its board mills and converting plants are capable, collectively, of putting out about 850 tons of paperbox a day, with the new plant expected to produce an additional 250 tons. Manufacturers of very nearly every type of paperboard folding carton, as well as shipping cases, the organization is the largest supplier of frozen shrimp cartons and cases used on the West Coast of Mexico. Mel Thiele, with more than 21 years experience in the field, is Fibreboard Products Incorporated's local representative.

•

Backed by more than 20 years of commercial fishing knowledge James T. Shreve began what today is Shreve and

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VIRGIL'S MARKET

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Hays, Customs Brokers, in September, 1934. Handling customs business for tuna clippers and other craft, Shreve was employed in Customhouse Brokerage on the waterfront from 1929 on. In 1947, John C. Hays and Shreve opened their present business at the Southeast Ground Floor, Corner of "B" Street Pier. Previously, Hays had worked for Shreve part time, while attending school. Except for six months in 1942 as a civilian employe of the Army, and the following three years in the Army, Hays has been on the payroll since he left school. He is a graduate of Hoover High School and San Diego State College, both of San Diego; Shreve claims University of California, Berkeley, as his alma mater. Both are well versed in customs matters, fishing license policies, immigration rules and regulations and steamship agentry.

•

Bearing Engineering Company is the outgrowth of the old Combined Machine Corporation, which was formed in 1929 by two top-flight machinists, and another party, who long had been noted for his machine shop management and knowledge of lubrication. Combined Machine Corporation, which was located at 14th and F Streets, San Diego, had conducted a general machine shop, working extensively on marine motors and boat gear. Several years later the junior member of the firm met with a fatal accident, and the business was maintained by the two remaining members. From its inception, the organization had operated a department for machining and re-babbitting of bearings. In 1936, having specialized in this latter work to a point wherein this business became predominant in its operations, Combined Machine Corporation was dissolved, the Bearing Engineering Company was formed, and the new firm given over entirely to babbitt bearing work. Later, of course, the organization entered into sale of insert type steel and bronze back bearings. The second partner retired in 1946 because of ill health, and his interests in the company were absorbed by H. O. Stevens, who is now sole owner of the business. In 1937 Bearing Engineering Company moved to its present location at 13th and F Streets; a building 50 x 100 feet, re-wired, remodeled and piped for the organization exclusively. Convenience to patrons include a 50 x 100 parking lot adjoining the structure.

•

On May 1, 1932, David A. Mitchell, who, since August, 1924, had managed the San Diego branch of Parker Ice Machine Company, bought a concern, which, at that time, was being liquidated by its creditors. Born December 18, 1893, with a wealth of previous experience in the machining and assembling field, the six-foot, 168-pound Mitchell quickly cased his prospects, branched out, and, within a few years, was steadily building toward the top. Formally educated in Wilmington, Delaware, Philadelphia, Cleveland, Ohio, and in San Diego, respectively, Mitchell's previous endeavors had involved hitches with White Motor Company, Remington Ice Machine Company and Phoenix Ice Machine Company. Today, with a past record of having been one of the first businesses of its kind to install ammonia and other equipment on the early-day tuna clippers, Mitchell Refrigerator Company is considered an expert in its field; occupies a building 50 x 100 feet, which includes a display floor, warehouse and shop, and a yard 50 x 100 feet that is utilized for fabricating tanks and pipe coils, et cetera.

•

GOULD Hardware and Machinery Company, temporarily located at 700 East Harbor Drive until completion of new quarters at 2212 Main Street, is one of the oldest organizations of its kind in San Diego. The company originally was known as Samuel Gordon Ingle Company, and did business at Fifth and G Streets. In the early days of the fishing industry, the latter company was bought by five of its employes, although, shortly thereafter, stock of three of the partners was taken over by E. B. Gould and R. E. Hazard. Its location, at this time, was moved to the corner of Sixth and Market Streets, where the firm engaged in the wholesale hardware business. During this period also, the organization inaugurated several retail hardware stores throughout the city and county. Later, however, all except the original store was disposed of. In 1923, the company moved to Fifth and F Streets, in the Lyon Van and Storage building, where it remained until July 1, 1948. When Hazard withdrew from the firm in 1925, the reins of the business passed into the hands of E. B. Gould, Marian G. Gould, and E. G. Gould. The name Hazard Gould and Company was applied to the firm in 1910, and, due to the popularity of the trademark, the name still is in the process of being changed to "Gould Hardware and Machinery Company." Present floor space embraces about 16,000 square feet, however, the new building, which is considered one of the most modern of its kind, will involve around 28,000 square feet. With the bulk of its business dependent upon the cannery, contractor, shipyard, and plant-type industries, the firm, in its new location, will be well qualified to handle calls ranging from such diversified merchandise as conveyor equipment, material handling equipment, all types of pumping supplies, wood working machinery, pneumatic tools, welding equipment, lathes, and Gray Marine engines.

•

James Cowan, Fairbanks, Morse and Company Marine dealer located at 2405 East Harbor Drive, is one of the newer of men allied to the briny adjacent to San Diego. Cowan presides over the Diesel Engine Department, and initiated his firm this year to facilitate parts and

Skipper

Joe Dores of the *Coronado*.

•

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To better serve you more promptly we have leased the ship repair facilities at 1700 W. 9th Street, Long Beach—which were previously operated by the United Concrete Pipe Co. 200 ft., 1,000 ton marine railway is shown above with two purse seiners high and dry. We are equipped to handle any and all ship repairs.

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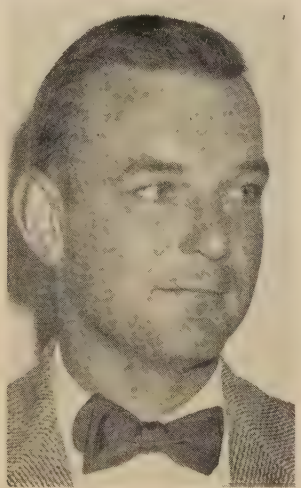

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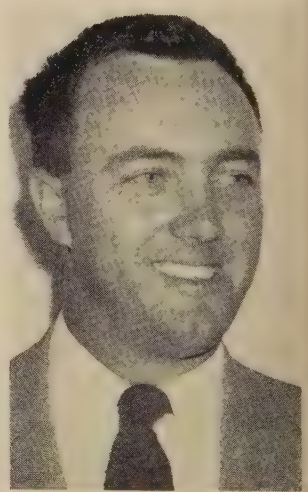

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A. G. "JERRY" HINDS, M. B. "CURLY" PARKE

pair service for Diesels. Currently, e organization is being expanded to andle all Fairbanks, Morse marine quipment.

•

F. R. "Lucky" Laux, head of F. R. aux Diesel Repair, San Diego, entered e mechanic's trade in 1925 with the d Pickwick Stages (now Greyhound ages) in San Luis Obispo, California. ith the advent of Cummins Diesel en- ne on the West Coast, he became in- rested in the units as automotive pow- , and joined one of the first Cummins ealers. This was in San Luis Obispo 1934. In 1937, he left the firm to en his own shop, specializing in this pe engine. In February, 1942, he osed up with the intention of joining e armed services, but with no success. hortly thereafter he went to work for atson and Meehan, Cummins dealers r Northern California, where, in turn, e was sent to San Francisco, Fresno, alifornia, and Phoenix, Arizona. In 943, he opened a repair shop in Los ngeles, but closed out to accept an uthorized Cummins dealership for San iego county. The move was a break r San Diego's fishermen and has been pecially beneficial to boat owners sing Cummins engines. Laux's com- any occupies a building 2,700 square et, and the organization is equipped handle Cummins engines by approved actory methods, thus guaranteeing the ost satisfactory results. Facilities in- lude new and exchange parts, as well s service and sales. Laux attended chool in both Mexico and Arizona.

•

Due to the tremendous increase in na packing in the San Diego area, merican Can Company, largest manu- acturers of food containers in the orld, established in July, 1946, a plant ear the Van Camp and Sun Harbor ompanies, and began producing tuna ans. The company bought five acres f land for the venture, and the factory s directly connected to the Van Camp ompany by conveyors; the cans pro- eeding directly from can manufactur- ng equipment to packing cables in the annery. Cans for other clients are pack- d in dust proof paper bags and shipped y truck or train. The San Diego fac- ory has a capacity of 750,000 cans laily; W. D. Smith is plant superin- endent, and the organization is located t 1335 Crosby Street.

•

Unassociated with any other enter- rise, Instruments, Incorporated, 525 E Street, San Diego, was founded in 1941, and has been continuously in operation since. The organization was established by I. N. Lawson, Jr., now Vice President; and R. B. Spraker. Lawson is a graduate engineer, and long-time resident of this city. Wrapped up in the firm's personnel is 66 years of experience in military instrument know-how, such as navigation ,optical, fire control, et cetera; and 16 years of experience in the fields of industrials and scientific instruments. The company essentially is a service rather than a sales business, with 90 per cent of its income derived from the fishing fleet and navy. It is staffed and equipped to handle complete service and testing of pyrometer and heat control equipment; all types of optical instruments including microscopes, binoculars, telescopes and surveying instruments, navigation instruments, such as sextants, compasses, bearing circles, azimuth circles, peloruses, and alidades. In addition to research and development work in the instrument field, the firm features collimating equipment, and carry parts, as well as machinery for making parts for instruments.

•

The Harbor Insurance Company's home office is located in a seven-story concrete building at First and Broadway, and was established May 1, 1946, through the combined efforts of Fred H. Rohr, President, W. D. Williams, Vice-President, Edward T. Hale, Secretary and Treasurer, Fred E. Lindley, Assistant Secretary and Director, William Henderson, Executive Vice President, and directors: M. H. Golden, Fred E. Davies, and Irvine M. Schulman. The Harbor Insurance Company writes casualty insurance only in the State of California, though the firm employs 1080 agents and brokers from the Oregon line to the Mexican border. In accordance with the laws of the State of California this firm was organized a capital stock company, and, at present, is owned by approximately 100 stockholders. Paid in capital at this time is $600,000.00.

•

Portrayed by its owners, Elliott W. Pohl, and Stewart A. Bayne, as a business that was started from "scratch," the Southwest Supply Company of San Diego now stands among the best as wholesale distributors of heating and ventilating equipment. The firm opened for business February 1, 1946, and now claims 6,000 square feet of floor space. The partners have known each other since before World War II when E. W. Pohl was managing the San Diego district for Stewart-Warner, on appliances, and Bayne was in charge of the automotive branch. Pohl was inducted during the war, and stationed at Camp Callan, where Bayne was personnel officer. Even though their ranks in the service extended from Trainee to Colonel they decided when the war was over to go into business together. Educated in Shattuck, Minn., Bayne had been Sales Manager for Stewart-Warner Instrument Division for Southern California since 1930.

•

First shop of its kind in San Diego,
(*Continued on page 43*)

Union Man

George Ledesma, President, Cannery Workers and Fishermans Union, A. F. of L., San Diego.

Executive

George A. Wallace, retired General Manager, American Tunaboat Association.

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SEBASTIAN SOLLECITO, General Manager

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PHONE MONTEREY 4827

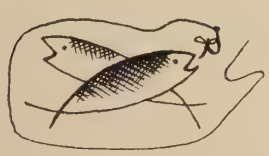
Allied Industries

(*Continued from page 41*)

alifornia, Pacific Marine Service was stablished August 17, 1948, by its sole wner, 38 year old Jim Diehl. A roam- ıg waterfront employee for more than ghteen years, Diehl was Chief En- ineer on fast cargo carriers during the ıst years of the prohibition era, learn- l propeller adjusting and repair from ıe competent Al Hultenius, and was ɔrmerly employed as a yard foreman y the Robbins Marine Engine Works. acific Marine Service specializes in ropeller repair and adjustment for nall fishing boats and yachts, and in ıe sale of used and reconditioned pro- ellers. Educated in Struthers, Ohio, iehl hopes to achieve coast-wide recog- ition by the fishing industry through ependable propeller repair and adjust- ıg service. The firm's building, at 781 Dalbergia Street, San Diego, Cali- ɔrnia, employ the Hensley Pitching lachine and a Precision Static Bal- ncer.

•

Atwell Supply Company, a newcomer n the scene, began operations Novem- er 1, 1947, and may be found at 2647



Iain Street, San Diego, California. hirty-six-year-old Walker J. Atwell, ole owner and originator of the firm, vas discharged from the army in 1944, nd, in 1945, started the Atwell Equip- nent Company at 2019 Main Street, an Diego. This, in turn, was incorpor- ted, and later he sold his interest to tart the present Atwell Supply Com- any. Attending grade schools in Ken- ucky, High School in Indiana, and ollege in Cleveland, Ohio, Atwell has atapulted the firm to the extent of naking it necessary to purchase South- rn Bamboo Products Company to ob- ain needed building space for their apidly growing organization. Their resent building having only 3200 quare feet of floor space, they are utting in a second floor, which will ive them an additional 3000 sq. feet. he organization now features a wide hoice in motors, pumps, compressors, enerators, and other ship chandlery.

EBB'N FLOW

(*Continued from page 22*)

on the Border City's Cannery Row. Van Camp, sole cannery to agree to the $340 figure, was still under steam when the settlement was reached. The disagreement, however, had threatened economic chaos. It looked, at one stage of the game, as though more than 2,000 workers and 1,500 boat crewmen would be out of work. High inventories was given as the reason for the desire, on the part of canners, to lower the price of fish. The dispute rose after a local inventory, which was estimated by industry figures to be in excess of 700,000 cases; the product was not expected to move seriously until Lent. The fight had its complications, too. Al Davis, a Tacoma, Washington, boatbuilder who owns two fishing boats, told local canners to get busy with plans to settle the dispute, or else. He owned his boats, he said, and if things didn't smooth out quick the boats would go fishing and dump their loads in the East. The move was alarming. It could set a precedent; a "stampede" to other markets. Then, with a record pack of 6,360,000 cases of fish packed in 1948, an all-time record, the fishermen went back to work.

Damages. The Navy didn't haggle. It was willing to admit that it had broken considerable fender piling on the Broadway Pier, San Diego. And when the Harbor Department put up a holler the Navy paid off to the tune of $2,032.

Payoff. San Pedro's sardine catch looked good by February 1. In the four-month's season ending on that date, the Federal Fish and Wildlife Service added up 112,132 tons, which brought the canners $6,250,000. The previous season was figured at 94,462 tons valued at $4,520,000.

Building. Tacoma, Washington, boatbuilders were in the swim for 1949. Five new tuna clippers would be in the drink this year. One was launched, It was an 108-footer; others, yet to be completed, included an 150-foot clipper, thought to be the largest vessel from keel up ever built for tuna fishing, and three more of about 107-feet each.

Petition. Secretary of State Acheson got the request through California's Senator Sheridan Downey (D-California), and at the prodding of Montgomery Phister, Vice-President, Van Camp Seafood Company, Incorporated, Terminal Island. Phister, who, among other things, is Secretary of Pacific Fisheries Conference, wanted to make permanent the post of Special State Department Assistant for fisheries. If Acheson didn't act, then the Assistant's job, now filled by Dr. Wilbert M. Chapman, University of Washington professor, would expire on July 1. Phister was backed by industry leaders. They wanted Chapman to stay in a position "wherein he has functioned greatly to the benefit of the commercial fishing industry."

Hands-Across-The-Sea. A Japanese canner got hold of an American canner in Astoria, Oregon, and suggested that the two co-operate in developing Alaskan fisheries. The Japanese estimated that, if the thing could be put over, then joint operations could result, as soon as a treaty was signed, in 70 floating cannery ships, to produce as much salmon and crabmeat as Japan's total output in pre-war days. The American canner was "shocked," turned the letter over to Dr. Wilbert Chapman, Special State Department Assistant for fisheries, and termed it a "sharp reversal" of pre-war competition. The American asked that his name be withheld.

Satisfaction. Captain John Rippo had no kick. The *Conqueror,* designed by Long Beach's Arthur Fever, and built by Tacoma Boatbuilding Company, Tacoma, Washington, was a beauty. The clipper, 116-feet of boat, was termed the "biggest little clipper in the fleet" —and for good reason. The craft represented the latest thing in line and design, including a semi-raised deck over the galley. This constituted a real reduction in the free height of the deckhouse itself, and still left plenty of headroom. De Fever's idea was to provide top-flight accommodations and still keep a low center of gravity. The *Conqueror's* power came from a Washington diesel, 330-HP, and was seen to go by at nine knots. She has a cruising range of 5,000 miles, and will comfortably hold 115 tons of frozen tuna.

Elections. American Tunaboat Association got around to choosing its officers for 1949. The meeting was held in the San Diego Club, December 20, and Manuel Rosa went in as President; William Hoss, Vice-President; Louis De Falco, Secretary-Treasurer. Board of Directors were George Campbell, Louis Castagnola, Matteo Ghio, Luigi Guidi, A. D. Madruga, Joe Medina, Manuel Machado Medina, M. O. Medina, Mathew Monise, Harold H. Morgan, Sr., Joseph Penacho, Frank Perry, Joe S. Rogers, Edward P. Silva, George Soares, Joseph Soares, and Louis Battuone. General Manager still is Harold F. Cary.

Suggestions. California Fish Canners Association, Incorporated, Terminal Island, had something to say regarding the proper consideration of H. R.

(*Continued on Page 45*)

HOVDEN

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for DINNER DANCING

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Private Dining Rooms

BEST FOOD IN TOWN
Dine by the Open Fireplace
EXCELLENT SERVICE

FREMONT STREET — MONTEREY

PHONE 8830 FOR RESERVATIONS

:BB'N FLOW

(*Continued from page 43*)

211, the Trade Agreements Extension ill, a House and Ways Committee eadache. Submitted by Don Loker of ench Sardine Company, Terminal Is- nd, who also is Chairman, Trade greements Committee, for CFCA, it as explanatory to say the least: "This atement is filed by the California Fish anners Association, Inc., Ferry Build- g, Terminal Island, California, a vol- ıtary trade association, a list of whose embers is attached and marked 'Ex- bit A'. The California Fish Canners ssociation, Inc., would like to present formation on certain aspects of H. R. 211, which it believes will be helpful your Committee in its consideration this bill. The principal products ıcked by the members of the Califor- a Fish Canners Association are sar- nes, tuna and tuna-like fishes and ackerel. The members of our Associa- on operate a total of 20 canneries in outhern California. The capital invest- ent in canneries and boats is in excess $70,000,000. The annual payroll at resent wage scales totals over $9,000,- 00, and this figure does not include e wage factor in the cost of raw fish ırchased by these canneries. The As- ciation members employ over 7,000 nnery workers and they take the pro- ıce of some 12,000 fishermen to whom the past year alone, Association mem- ers paid about $25,000,000 for raw sh. While undoubtedly most members the Committee have had some exper- nce with the fishing industry gener- ly, some discussion of the size, loca- on and economic importance of the sh canning industry may be helpful. he fishing industry is the oldest com- ercial industry in the United States nd is vitally important to the economy the country. Furthermore, it provides very valuable supply of one of the ietary essentials—animal proteins. On ıe other hand, it may be considered nall by some when compared, for ex- mple, to the automobile industry or ıe steel industry. Nevertheless, any- ning that adversely affects the econom- well-being of the fishing industry ıay have more serious effects on the conomy as a whole, as a similar dis- ırbance of a larger but more compact egment of the national economy. Not nly is the industry widely distributed eographically, but also, in many com- ıunities it is the sole means of earning livelihood. An economic setback to ıe fishermen affects, in turn, ship- ards, gear manufacturers, fuel distri- utors, local merchants, banks financ- ıg all these local enterprises, and the inancial structure of the states and other political subdivisions in which the fishing communities are located, and could result in the economic destruction of these communities. Fish canning operations are carried on around the entire periphery of the United States and in the Territories of Hawaii and Alaska. They include sardine and clam canning in Maine, the packing of fish flakes, cod, haddock and mackerel in Massachusetts. In the Chesapeake Bay region, herring, roe and crabmeat are canned. Crabs, oysters and shrimp are canned in South Carolina and Georgia. The crab, oyster and shrimp canning industry also extends through the states bordering the Gulf of Mexico. On the Pacific coast, tuna, mackerel and sardines are canned in California; clams, tuna, crab, salmon, sardines and oysters in Washington and Oregon; tuna canning in Hawaii, and of course most of the Committee are aware of the large salmon canning industry in Alaska. In all, it is estimated that the capital investment of the fishing and packing industry in the United States in 1948 was $951,000,000, and the estimated number of fishermen and employees earning a livelihood in this industry was over 191,000. The California Fish Canners Association does not propose to discuss the general question of extending the trade agreements program; it simply wishes to show what the effect of that program has been on the fish canning industry in the past and to suggest the desirability of including in H. R. 1211 certain provisions of the Trade Agreements Extension Act of 1948. The necessity of tariff protection varies from industry to industry—some require no protection at all while others require a high degree of protection. By its very nature and competitive conditions prevailing internationally, the fishing industry of the United States requires a very considerable amount of protection if it is to survive. That it must survive, that it must have the protection necessary to enable it to survive, should be obvious to all. As we have pointed out previously it is an important supplier of essential animal protein, a shortage of which is already recognized throughout the world. As the world exhausts the few remaining areas of undeveloped agricultural land, the importance of fish as a source of food will grow and grow. The foregoing is reason number one why the fishing industry must be protected. Reason number two during these troubled times, is the vast importance of the men and vessels of the fishing industry in national defense. We are not going to cite all of the vitally important contributions of the fishing industry in both World Wars I and II. They have been publicized before, many times. We simply wish to remind your Committee that while we do not have access to the plans now under consideration by the Department of National Defense, we do know that tremendous sums of money are being expended to rebuild the military establishment, and we feel certain that there are included in the plans of the Navy definite ideas for utilization of the men and vessels of the fishing industry. Not to include the fishing industry in such plans would be a serious mistake of which we feel sure those charged with the responsibility for preparing our defenses would never be guilty. The fishing industry is maintaining a tremendous auxiliary fleet without one cent of expense to the Government. If these vessels and trained crews were not available, the Navy unquestionably would be forced to spend huge additional sums to construct similar vessels and millions of dollars to maintain them in operating condition. Reason number three why this industry must be protected is that it is just plain good business to protect and even to nourish an industry which exists principally in localities which cannot be utilized by any other segment of an economy and which provides gainful employment for people who have knowledge or skill other than knowledge of the sea and skill in the handling of fishing craft or in fishing. Neither the fishing communities nor the fishermen themselves can be diverted to other occupations. This is an important consideration which many are prone to ignore. But now, having discussed the importance of the fishing and fish canning industries and the desirability of affording them some protection, if necessary, let us look at the question of whether tariff protection actually is necessary. Fishing skills in certain countries have always been developed to a high degree. It is conceded, for example, that the Norwegian fishermen and the Japanese fishermen, to mention but two, are as skillful in their profession as the fishermen of any nation in the world. Fish processing procedures in some countries are as well developed as the processing procedures of the United States and equally capable of turning out quality products. Up to this point, therefore, the United States and many other fish producing countries are equal. But there the equality ends. The standard of living in no other country matches the standard of living in the United States. We are confident your Committee wants this standard to be maintained. No other country has the high wage rates prevailing in the United States. It is possible in many industries to reduce unit costs by increasing volume. Because labor cost is such a significantly large part of total cost, this is not true in the

(*Continued on page 47*)

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BB'N FLOW

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h canning industry. Therefore, be- ıse of lower costs of production, prac- ally any other country can invade the ıited States market and undersell the . S. producer. Indeed, it is a fact that some cases, no tariff, no matter how gh, could afford protection if the com- ting country wished to invade and oture the U. S. market. Examples of o countries capable of doing this uld be Japan and Russia; the one ause of the extremely low standard living, the other because of its gov- ıment-managed economy which en- les it to subsidize production to any ent necessary. And bear in mind, se two nations possess extremely val- ble and extensive fishery resources. ng before World War II, the need of iff protection for the domestic fish- industry became evident. As long as 1934, it was necessary for the esident to increase the tariff rate on ned tuna from 30 to 45 percent ad lorem, to protect the domestic indus- from Japanese competition. Despite s increase, however, tuna imports m Japan, after a temporary falling , came back, in increasing quantities, ht up to the outbreak of war in the cific. Japan likewise attempted to pture the U. S. market for canned ab in the late thirties and only after otracted diplomatic negotiations reed to limit the quantities shipped the United States. But as recently as 40, it was necessary, after a Tariff mmission investigation, to increase duty on canned crab from 15 to ½ percent ad valorem. We are not a position to discuss the difficulties setting the Haddock and Cod fishing dustries of the New England States ner than to draw your attention to the ct that it has been necessary to estab- h import quotas and when imports ceed these quotas the tariff rate in- eases sharply. The problems of this anch of the fish industry moreover ve been the subject of numerous Con- essional inquiries. Your Committee ay well wonder what all this had to with H. R. 1211, the bill under con- deration. We will attempt now to ow the connection. Section 2 of H. R. 211 repeals the Trade Agreements Ex- nsion Act of 1948 (Public Law 792— 0th Congress). Section 5 of H. R. 1211 nends Section 4 of the Act entitled An Act to amend the Tariff Act of 930," approved June 12, 1934, as nended, to strike from the statute cer- in provisions added to it by Public aw 792—80th Congress, which provi- ons the California Fish Canners As- ciation consider beneficial and which the Association urges be inserted in H. R. 1211. We refer to the requirement of Section 3 of the Trade Agreements Extension Act of 1948 (Public Law 792—80th Congress), that the U. S. Tariff Commission shall make an investigation and report to the President the findings of the Commission with respect to each article to be considered for possible modification of duties and other import restrictions as to the limit to which such modification ,imposition or continuance may be extended without causing or threatening serious injury to the domestic industry producing like or similar articles, and to report whether increases in duties or additional import restrictions are required to avoid serious injury to the domestic industry. When the fish canning industry found that the foregoing provision had been made a part of the statutory restriction on the negotiation of trade agreements last year, it felt that it had finally been afforded some measure of protection; that at last it could not be offered on the sacrifical altar of international trade to promote and benefit some other industry, as has seemed to be its fate in the past. The fish canning industry fails to see why there should be any objection to the inclusion of this provision. The Tariff Commission's investigation should occasion no delay in commencing negotiations beyond that which normally follows an announcement of intentions to negotiate. Apparently no one objects to the old requirement that public hearings take place prior to any proposed negotiations. There is bound to be some lag while information accumulated at such hearings is weighed and considered. *No additional delay should be occasioned by a Tariff Commission investigation,* since, as has been demonstrated recently, it can go forward simultaneously. The secrecy essential in preparing for diplomatic negotiations need not be destroyed. The present statute does not require publication of the Commission's findings unless the President chooses to disregard what may be considered a warning by the Tariff Commission as to the "peril point" beyond which injury will be caused or threatened to a domestic industry, and then *only after the trade agreement has been enteerd into.* All in all, it would seem that there could be no reason for objecting to the inclusion of this protection in H.R. 1211 unless there is a desire or an intention deliberately to negotiate an agreement which will injure a domestic industry. The fish canning industry feels, because of various occurrences in the past that it may be one of the industries so affected. If, as seems to be the case, the true reason for elimination of the Tariff Commission's determination of "peril points" is the intention to work harm on an industry during the course of future negotiations, then the "Escape Clause" about which so much was said a year or so ago is of no value. We have felt this to be the case all along. It has been the universal opinion of the fishing industry that "escape clauses" would afford no real protection against catastrophe. Certainly the procedures for seeking relief under an "escape clause" will be time-consuming—they will require investigations into cost of production, bureaucratic determination of relative efficiency—in short, the determination of "peril points." *But with this difference.* This determination will be made *after* a reduced tariff becomes effective. It is not difficult to foresee that this later determination of a "peril point" would permit the landing of imports (in our case, of canned fish), in such abundance as to destroy completely our industry long before even the most alert government agency could commence an investigation. As far as we are concerned this type of post mortem inquiry into the cause of death might be of some interest to those who negotiated our demise, but it would not revive the corpse and there would be no comfort whatever for the fish canning industry and its thousands of employees, in knowing —too late—that the tariff on canned fish should have been increased rather than lowered. We strongly urge upon your Committee, therefore, that you continue the attempt to protect industry before the damage is done; that you permit an impartial bipartisan body experienced in tariff matters, to determine just how much surgery the patient can stand without fatal results, rather than to place scalpels in the hands of medical students who, while operating, will be praying constantly that the skilled surgeon will be able to correct their mistakes in time. In order to be of further assistance to your Committee, we desire to make two additional suggestions, both of which the fish canning industry believes to be essential to the protection of the industry. The first additional suggestion is that there be inserted in an appropriate section of H. R. 1211, the requirement that when the list of commodities on which possible concessions are to be considered includes any fishery product, the President shall seek information and advice with respect to such product from the Department of Interior. Our second is that it be stated plainly in an appropriate section of the bill that it is the intent of the Congress that no trade agreement, with respect to any commodity, be entered into with any country that has not been the "principal supplier" of that commodity for a period of not less than three years

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BB'N FLOW

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or to the date of the commencement negotiations; that any trade agreent heretofore negotiated with respect any commodity, with any nation not principal supplier of the commodity at least three years prior to June 1949, be terminated and a new eement negotiated with the nation filling this requirement.

Collision. A link snapped in the ering chain, and the 98-foot tuna pper, *Linda Jo*, came out second best a bout with the Naval Escort Carrier, *Croko*, which was anchored at pier 1, val Air Station, North Island. Skip- Manuel Filante gained control of damaged vessel and limped back to foot of San Diego's Market Street ere the clipper was given a comte checkup, which revealed damage the wheelhouse, and delayed depare to the southern fishing banks. The it, fishing for the Southern Califor- Fish Co., was en route to Ensenada clearance when the accident oced.

Rescue. As an aid to a possible ecoic slump for Southern California ning businesses, the House Merchant rine-Fisheries Committee, led by p. Thor Tollefson (R-Wash.) will k tariff changes for imported fish- products, and a possible modificaon of the Marshall Plan with regards restrictive clauses concerning export- of U. S. fish. The group plans no islation but will seek a change in vernment policies on all matters ich threaten the economic security our fishing industry.

Legislation. Tax relief for boat owns in California is a feature of a bill roduced by Frank Luckel, of San ego. The bill, one of a group conning small boats, provides an assment of only 50% of value on small ats. According to Luckel the burden expense has become os great that it practically impossible for the aver- person to own a boat. "This has sulted in a material decline in the le of new and old boats," he said. ses of inequalities in assessing have en brought to his attention, accordg to reports from Sacramento. Anoth- Luckel bill would provide for the gistration of boats, similar to that for tomobiles. A registration card would issued to the operator of a boat, d a similar certificate to the legal vner.

Coast Guard. Dallas L. Crain, fishman aboard the boat *Newcomer*, was turned to port via Coast Guard plane, which removed him from the vessel in Magdalena bay, after a suffered third degree burns on the legs. The plane was piloted by Commander D. B. McDamarid, who commands the San Diego Station, is a veteran of many similar air-sea rescues.

Farms and Fish. Improper emphasis of research in food industries loomed, as Dr. R. J. Mahoney, senior Natural Resource analyst for the Library of Congress, sitting in on a session of the Senate committees hearings of the Interior Department's program and problems, raised the question of finances and fishery research. It seems, according to reliable sources, that for every dollar spent on fishing research there is twenty greenbacks blown on soil analysis and farm problems.

Disaster. One of the largest rescue jobs in recent months, was made by the vessel, *New Roma*, off Anacapa island. The San Francisco seiner, *Balboa*, was burned to the waterline by flames, which apparently originated in the engine room. Eleven crew members were pulled aboard the rescue vessel and the Coast Guard responded to the signals sent out from it. The coast guard participated in another rescue, when it picked up Homer Moore, skipper of the fishboat *American Star*, by plane in the Magdalena bay area. Moore reportedly lost three fingers in an accident aboard the vessel.

Agreements. A dispute between tugboat owners in New York and Union workers was ironed out, which averted a strike that would have seriously curtailed fuel supplies for the 12,000,000 persons in the Metropolitan area. Members of the United Marine Division of the International Longshoremen's Association appeared satisfied with the arrangements, according to New York sources.

Co-operation. The first large scale co-operative organization in the world in the crab fishing industry was organized in the state of Washington. Articles of association were filed at Olympia, the state capitol, and at Montesano, county seat, for the West Coast Crab Producers Co-operative, which would include top ranking Westport and Aberdeen crab fishermen. The boats of the group would secure more than a third of the total supply of fancy Dungeness crabmeat, according to Ivar Wendt, well known Seattle sea foods broker. Arnold Mathison of Westport was named president of the co-operative; Herbert Quirin, Aberdeen, vice president, and Paul Hasbrouck, Westport, secretary-treasurer. The co-operative entered into a contract with the South Bend Oyster Company, Inc., to pack their catch of ocean caught Dungeness crabs. Operations at the South Bend Oyster Company would be directed by Lynne McKee, prominent authority in the field of crab fishery. The crab products would be marketed nationally under the direction of Wendt under the label "Pacific Pearl." "Wesport is the largest receiving port in the world for Dungeness ocean crabmeat," Wendt said. "The organization of the co-op began in January and is now completely worked out. It is expected that the new venture will make available to the public a greatly increased supply of fancy Dungeness crabmeat."

Science. A convention between the United States and Mexico for the establishment of an International Commission for the Scientific Investigation of Tuna was signed at Mexico City by representatives of the two governments, the Department of State announced. This action was taken as the result of recommendations made by delegates to a conference which met in Mexico City from October 25 to November 4 to discuss fish conservation matters of common concern to the two countries. The convention provided for a commission composed of two national sections of four members each, which would engage in scientific investigation of the tuna and tuna-like fishes of the eastern Pacific Ocean, as well as those fishes which were used for bait in the tuna fisheries. The scientific information now available, based on studies made in the past, is not sufficiently extensive, the Department pointed out, to indicate whether or not tuna stocks are now in danger of depletion or may be in the near future. The two countries would cooperate in this enterprise with the long-range view of maintaining the populations of these fishes at a level which would assure a maximum reasonable utilization, year after year, without depletion.

Rescue. Five crew members of the missing fishing boat, *Sanyo Maru*, were picked up 530 miles at sea by the American freighter *Elko Victory*. The Jap fishing vessel apparently went down in a storm, during which four other fishing boats supposedly were lost. Survivors were taken to Seattle, Washington, and shipped home from there, the Hakodate Maritime Safety Board said.

In Stride. Fulton's Fish Market, New York's world famous fish mart, celebrated its 100th anniversary, and boasted that its cold storage vaults, automatic scalers, giant trailer trucks, and tile workrooms ("that sparkle like a new dime") were a far cry from the wooden shed the city built for it in 1848, to house its fishmongers.

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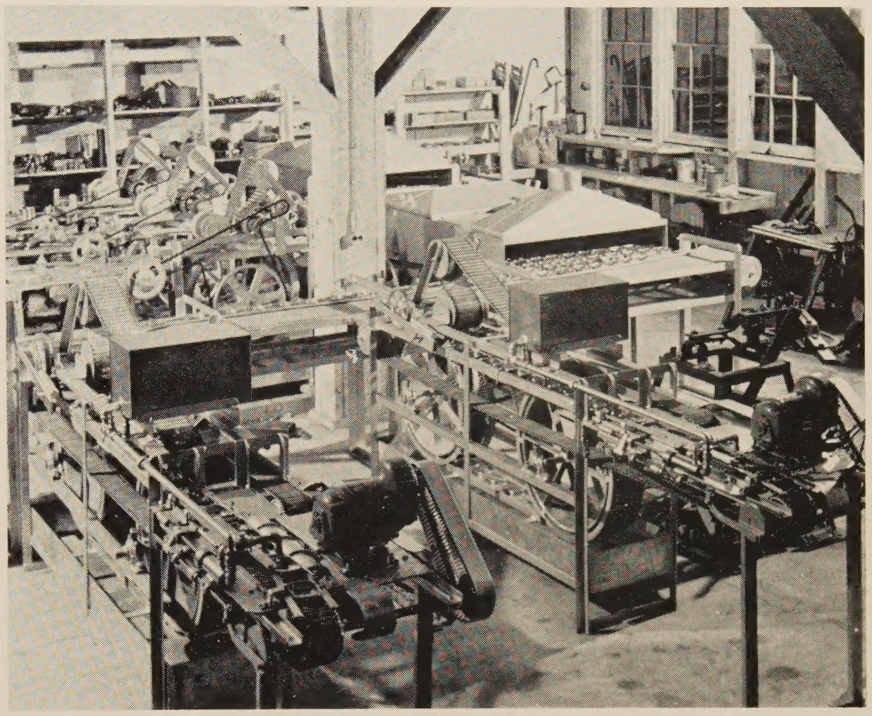

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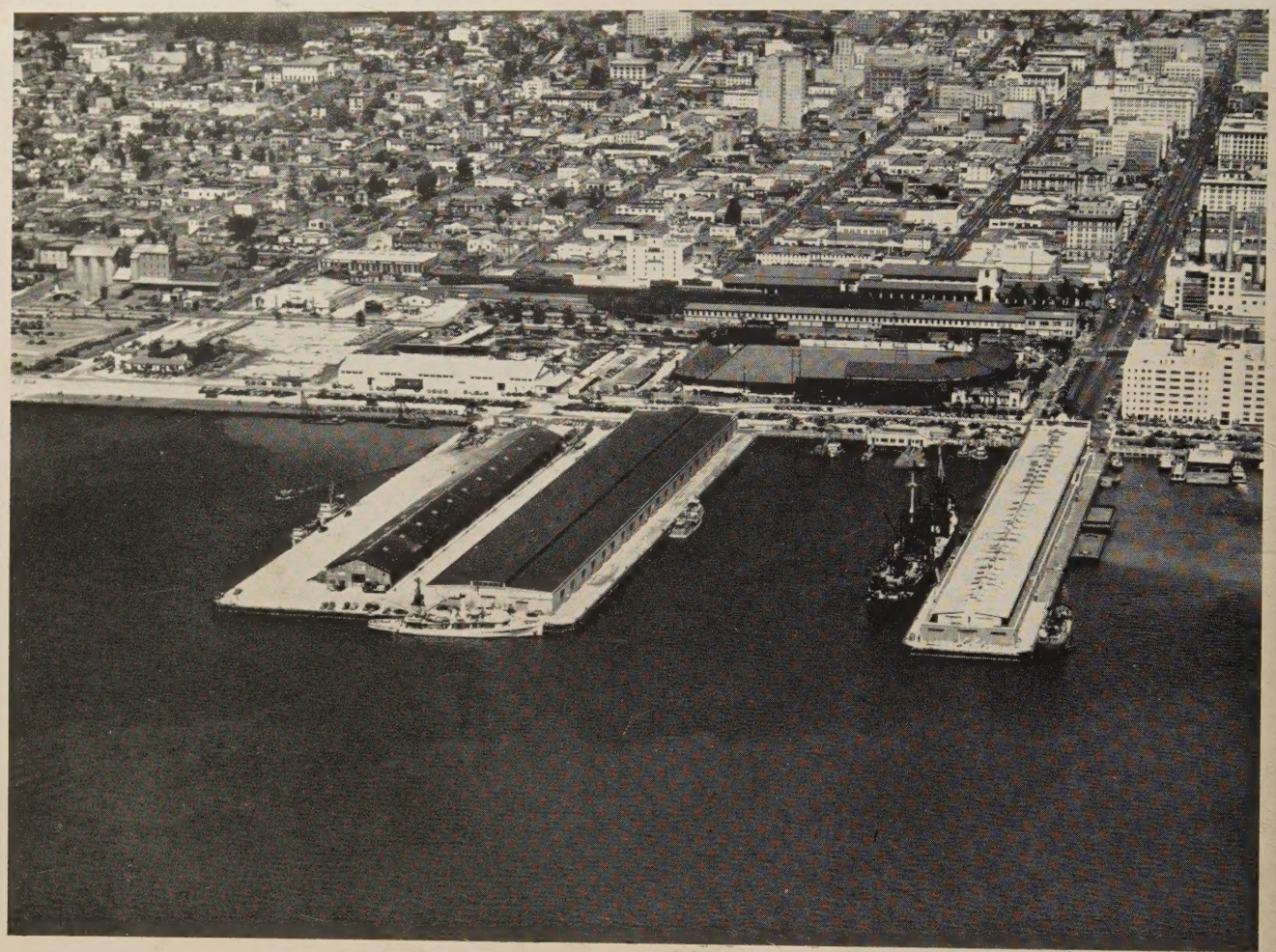

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